

KENTUCKY TRANSPORTATION CABINET

KENTUCKY OFFICE OF HIGHWAY SAFETY



2017 Highway Safety Performance Plan

**COMMONWEALTH OF KENTUCKY
HIGHWAY SAFETY PERFORMANCE PLAN
FISCAL YEAR 2017
(October 1, 2016 – September 30, 2017)**

Prepared for:
THE UNITED STATES DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
and
Federal Highway Administration

Prepared by:

Transportation Cabinet
Kentucky Office of Highway Safety
Division of Highway Safety Programs
Grants Management Branch
200 Mero Street
Frankfort, KY 40622

Note: This plan is subject to revision at any time during the twelve-month period from October 1, 2016 to September 30, 2017.

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I. INTRODUCTION

State Demographic Profile

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2015 population of Kentucky at 4,425,092 people, residing in an area over 39,486 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 58% of the population lives in urbanized areas. Approximately 88.1% of the population is white, 8.3% black, 3.4% of Hispanic or Latino origin, 1.4% of the population is Asian. According to the Census, 22.9% of the population is under 18 years of age, 61.9% is between the ages of 18-64, and 15.2% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky. Of those approximately 35% are state-maintained. In 2014 there were approximately 3,831,021 registered vehicles and 3,193,087 licensed drivers.

Executive Summary

This document serves as Kentucky's application for Section 402 and MAP 21 State and Community Highway Safety funds for the 2017 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to help decrease the loss of life and injuries resulting from motor vehicle crashes. The nature of the projects is varied, but they all concentrate on addressing the behavioral issues that lead to crashes and in turn, injuries and fatalities. Kentucky's primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

In November 2007 the Secretary of the Transportation Cabinet was appointed as the Governor's Representative for Highway Safety in Kentucky. In June 2008, Kentucky's State Highway Safety Office was reorganized by executive order from the Kentucky Office of Highway Safety in the Transportation Cabinet to the Office of Highway Safety in the Department of Highways in the Transportation Cabinet. The administration of the federal 402 Highway Safety Program in Kentucky is housed in the Office's Division of Highway Safety Programs.

Mission Statement

The mission of the Kentucky Office of Highway Safety is to reduce the number of Kentucky's highway fatalities toward zero and to reduce injuries. This mission is guided by the following vision statement: "through public and private partnerships, achieve the most improved and sustainable downward trend in highway fatalities and injuries in the nation." This is a shared mission statement within our Strategic Highway Safety Plan, (SHSP).

II. Office of Highway Safety Organizational Chart

Kentucky Office of Highway Safety



III. Highway Safety Planning Process

Crash Data Collection and Analysis

Identification of traffic-related problems on the statewide level is key to the development of the annual Highway Safety Performance Plan. All Kentucky crash data originate from the CRASH (Collision Report Analysis for Safer Highways) database, which is maintained by the Kentucky State Police. All law enforcement agencies in Kentucky are required to submit uniform reports of any injury, fatal, or property damage crash that renders a vehicle inoperable to the Kentucky State Police's Records Branch.

Through a cooperative agreement with the Kentucky State Police, The Kentucky Office of Highway Safety (KOHS) has access to certain data from the CRASH database to use as the basis for its data analysis. The KOHS Traffic Records Coordinator is in turn able to provide this information to the departments within the Transportation Cabinet, as well as to respond to queries by law enforcement, consultants, the Governor's Executive Committee on Highway Safety, the public, and others. With its analytical tools and mapping capabilities, the Office of Highway Safety is able to conduct highway safety problem identification for the purpose of establishing program and funding priorities.

The Traffic Records Coordinator annually updates a matrix that has been used for the past several years to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2013-2015) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

- Estimated Population
- Number of Total Crashes
- Number of Fatalities
- Number of Incapacitating Injuries
- Fatality Rate per 100 MVM
- Number of Impaired Driving Collisions
- Percent of Unbelted Fatalities
- Number of Speeding Collisions
- Number of Commercial Motor Vehicle Collisions
- Number of Motorcycle Collisions.

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries were given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest numerical rank have the lowest number of problems. For the upcoming year, the KOHS announced that it will target highway safety countermeasures in those counties that were ranked in the top 40 overall. The grant review committee is comprised of KOHS staff and our NHTSA Regional program Manager. The review committee uses this matrix and the

identification of priority counties as a tool in reviewing applications for highway safety project funding. Individual factor rankings were consulted to help determine the most suitable program area for particular project proposals. This was especially helpful for evaluating law enforcement proposals, which make up a large percentage of the applications received.

In addition to the data analysis conducted by the highway safety office, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. The Kentucky Transportation Center uses this data to develop the following documents on an annual basis: Analysis of Traffic Crash Data in Kentucky and Kentucky Traffic Collision Facts. These documents contain the most comprehensive published collection and analysis of statewide crash data available including who is involved in crashes, what types of crashes, vehicles and roadways involved, where the crashes are taking place, when the crashes are taking place and why the crashes are occurring. The most recent document completed can be found at <http://transportation.ky.gov/Highway-Safety/Pages/Traffic-Collision-Facts-Book.aspx>

Analysis of Traffic Crash Data in Kentucky compiles and analyzes detailed motor vehicle crash data for all Kentucky counties and for cities over 2,500 in population for the most recent five-year period. It also includes relevant data on arrest and conviction data for DUI offenses. Traffic Collision Facts characterizes traffic crashes in a more general manner, presenting information on contributing factors, occurrence by type of vehicle & roadway, age and sex of driver, etc. The Kentucky Transportation Center also conducts the annual statewide safety belt and child restraint usage survey according to NHTSA standards. The results are published each year in a separate research report, Safety Belt Usage Survey in Kentucky. The Office of Highway Safety staff uses all of these documents to gain a better understanding of trends in traffic collisions and to help identify the most problematic areas and/or jurisdictions in the state. Demographic data and the most common factors contributing to crashes are also examined to determine the most at-risk populations and behaviors that should be addressed in the Performance Plan.

A formal letter is mailed to every state and local law enforcement agency throughout the state as well as other organizations involved in highway safety. This letter serves as the official notice of funding availability of highway safety grants for the upcoming federal grant year. The Kentucky Office of Highway Safety selects projects for funding each year following submittal of applications by eligible state and local public agencies and non-profit groups. Law Enforcement Liaisons are instrumental in contacting and encouraging agencies in these high priority areas to apply for grants and assist them with their application. The grant application is made available on the Kentucky Office of Highway Safety's web site, along with basic instructions for submission.

Once all applications are received, they are divided among the grant review committee's members to review and note recommendations. This year, the grant review committee met for several days in April to discuss and evaluate all proposals as a group. Grant proposals are evaluated for eligibility, completeness, and the ability of the project to address identified

highway safety problems. Other factors are also given consideration, such as whether or not the proposed project is located in a high-priority county, the agency's past participation in highway safety mobilizations, as well as their prior performance as a grantee (if applicable). Project budgets are also evaluated and recommendations made for modification, if necessary. The committee's recommendations are then forwarded to the Governor's Representative for Highway Safety for final approval.

For Fiscal Year 2017, a total of 146 external grant applications were received. 131 of those were enforcement proposals, 15 were educational, data or other projects proposals. Kentucky Office of Highway Safety review, Traffic Records Data Committee review, and final review by the Governor's Representative for Highway Safety resulted in approval of 118 enforcement proposals, 13 educational/data improvement proposals. Projects not funded were due to either ineligibility of project, non-participation in mobilizations, poor activity, and limited funding.

The programs and projects are designed to impact problems that are identified through the problem identification process and support the goals, objectives and strategies identified within our Strategic Highway Safety Plan, (SHSP). The Kentucky Office of Highway Safety (KOHS) staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives in collaboration with the strategies, goals and objectives of the SHSP. This process includes input from partner agencies including those stakeholders who are members of the Governor's Executive Committee on Highway Safety.

Problem identification and strategic planning for highway safety is a team approach that includes staff within the Kentucky Office of Highway Safety as well as all stakeholders who are actively involved within the Governor's Executive Committee on Highway Safety. This committee was established in 2004 to address the epidemic of highway fatalities and injuries occurring on Kentucky's roadways. The committee is an executive-level, multi-agency group of highway safety advocates from varying backgrounds who serve with "one voice" on Kentucky highway safety issues. The committee also coordinates the development and implementations of Kentucky's SHSP and completed the plan. Currently the implementation and action plans are being developed by the emphasis leaders to meet the performance measures through December 2019. This plan has built on the success by establishing measurable goals and evaluating them consistently and comprehensively. This plan will serve as the Commonwealth of Kentucky's central plan for highway safety to increase coordination, communication, and cooperation among federal, state, and local agencies, non-profit organizations, and other highway safety advocates. The SHSP plan's performance measures will be supported by the activities of the HSP and the HSIP.

The Executive Committee is chaired by the Secretary of Transportation. Other members include professionals from a number of different disciplines that are relevant to highway safety in Kentucky. Representation includes individuals from the following stakeholders: Kentucky Transportation Cabinet, Kentucky State Police, Kentuckians for Better Transportation, Federal Highway Administration, Federal Motor Carrier Safety Administration, Kentucky Injury Prevention and Research Center, Department of Public Health, Eastern Kentucky University, Office of the Attorney General, University of

Kentucky Transportation Center, Kentucky Sheriff's Association, Kentucky Association of Chiefs of Police, Kentucky Board of Emergency Medical Services, Kentucky Office of Insurance, Kentucky Motor Transport Association, Mothers Against Drunk Driving, National Highway Traffic Safety Administration, Kentucky Office of Alcoholic Beverage Control, Kentucky Operation Lifesaver, Kentucky Fire Commission and the Insurance Institute of Kentucky.

The SHSP includes the following eleven emphasis areas:

- Aggressive Driving
- Distracted Driving
- Impaired Driving
- Occupant Protection
- Intersections
- Roadway Departure
- Commercial Vehicle Safety
- Incident Management
- High-Risk Drivers
- Motorcycles
- Non-Motorized Users

Traffic Records Coordination Committee has been task to produce a separate strategic plan in accordance with the FAST Act. This plan is currently under development and will be completed in FY17. The TRCC will establish performance measures that will support the goals and objectives of the HSP, SHSP and HSIP. Legislative Issues have been deleted from the previous plan as individual emphasis areas and are now incorporated as subsets of each emphasis area. Lane Departure was replaced with Roadway Departure to be more comprehensive and consistent with national guidelines. Roadway safety includes not only the safety of motorists, but also the safety of pedestrians and bicyclists (non-motorized users) that are also roadway users. The emphasis areas highlighted above are supported by strategies and activities within our Highway Safety Performance Plan (HSPP).

Aggressive Driving is generally defined as actions by drivers that result in adverse safety effects on other drivers and contribute to crashes that are coded as follows: failure to yield right of way, following too close, too fast for conditions, disregarding traffic control, exceeding stated speed limit, improper passing and weaving in traffic. This emphasis area corresponds to our Highway Safety Performance Plan within the Police Traffic Services program area to support the strategies of the SHSP for sustained enforcement during the grant year with special emphasis during *Click it Or Ticket* and *Drive Sober or Get Pulled Over*. Impaired Driving, Occupant Protection and Motorcycle Safety are also primary program areas within our plan. Strategies within our HSP related to enforcement, education and public awareness support the SHSP.

IV. Performance Plan: Data Trends & Performance Goals/Objectives

Kentucky Performance Measures & Crash Data

Source: STSI/UK Transportation Center

2006-2014 Yearly Totals

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatalities	913	864	825	791	760	720	746	638	672
Fatality Rate per 100M VMT	1.91	1.8	1.74	1.67	1.58	1.50	1.58	1.36	1.4
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	474	382	381	352	310	306	309	245	285
Serious Injuries	5,542	5,082	4,620	4,491	4,057	3,873	3,825	3,175	3,154
Fatalities involving a driver or motorcycle operator with .08+ BAC	216	212	186	192	168	172	169	167	171
Speeding – Related Fatalities	160	132	154	154	154	141	151	125	125
Motorcyclist Fatalities	98	112	101	86	96	71	106	87	86
Unhelmeted Motorcyclist Fatalities	68	72	60	50	58	42	68	59	48
Drivers Age 20 or Younger in Fatal Crashes	168	138	122	133	114	86	88	80	79
Pedestrian Fatalities	52	44	66	41	61	50	49	55	57
Bicyclist Fatalities	5	3	6	5	7	2	6	3	4
	2007	2008	2009	2010	2011	2012	2013	2014	2015
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	72	73.3	79.7	80.3	82.2	83.7	85	86.1	86.7

2010-2014 Five Year Moving Averages

	2010	2011	2012	2013	2014	2017 Goal
Fatalities (5 year moving average)	831	792	768	731	707	612
Fatality Rate per 100M VMT (5 year moving average)	1.74	1.658	1.61	1.54	1.48	1.30
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	380	346	332	304	291	221
Serious Injuries (5 year moving average)	4,758	4,425	4,173	3,884	3,617	2,760
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	195	186	177	174	169	149
Speeding – Related Fatalities (5 year moving average)	151	147	151	145	139	134

	2010	2011	2012	2013	2014	2017 Goal
Motorcyclist Fatalities (5 year moving average)	99	93	92	89	89	81
Unhelmeted Motorcyclist Fatalities (5 year moving average)	62	56	56	55	55	50
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	135	119	109	100	89	56
Pedestrian Fatalities	53	52	53	51	54	53
Bicyclist Fatalities (5 year moving average)	5	5	5	5	4	4
	2011	2012	2013	2014	2015	2017 Goal
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	82.2	83.7	85	86.1	86.7	89.3

Grant-Funded Enforcement Data

	FY 2012	FY 2013	FY 2014	FY 2015	FY12-14 Average	FY13-15 Average
Seat belt citations	40,891	31,758	30,832	30,284	34,494	30,958
DUI arrests	3,852	4,234	4,084	3,490	4,057	3,936
Speeding citations	43,279	39,295	34,776	35,615	39,117	36,562

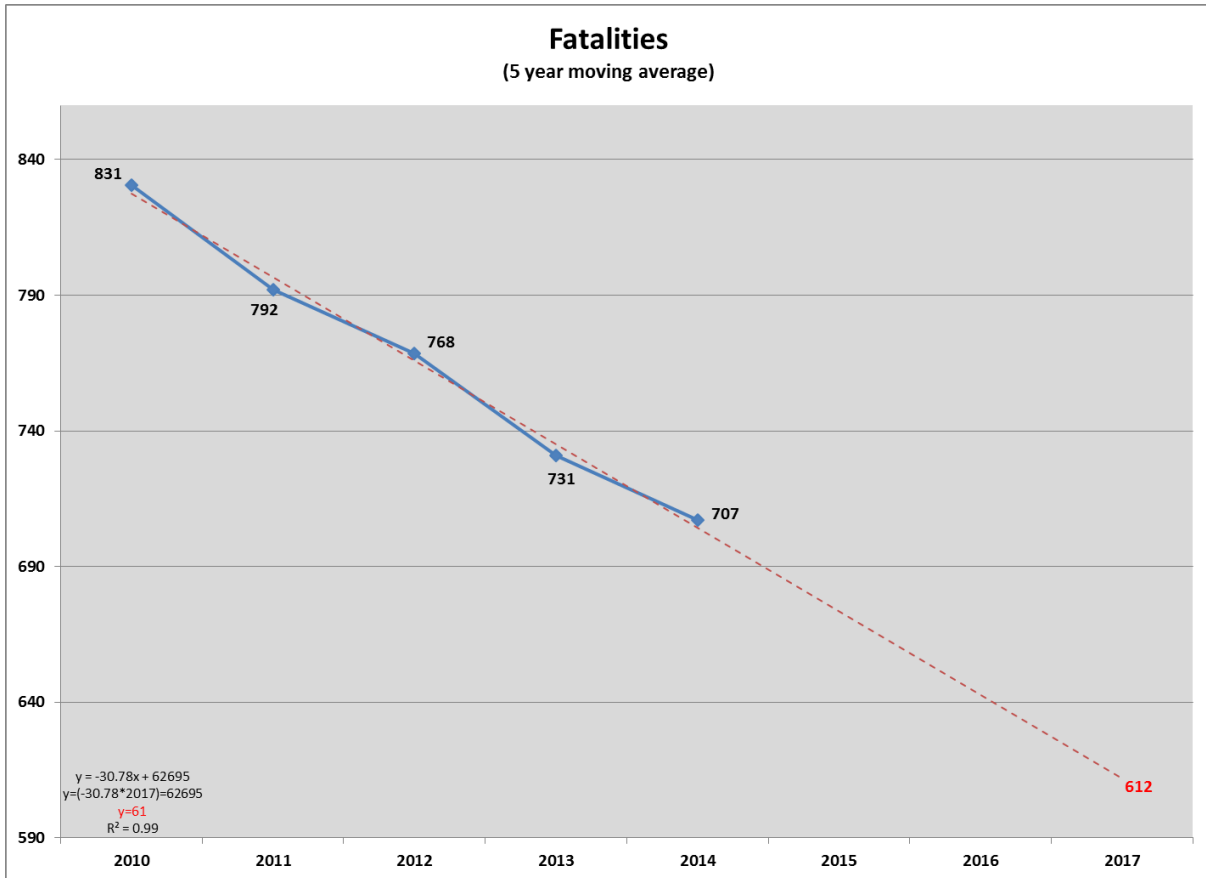
Performance Goal Statements

When compiling data for analysis in determining our goals for each of the core outcome measures, the data were analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the five-year moving average using data from 2010-2014.

Each of the measures below uses a five point, five-year moving average, and each goal was determined by projecting the trend line two periods ahead. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining, or moving towards, a downward trend.

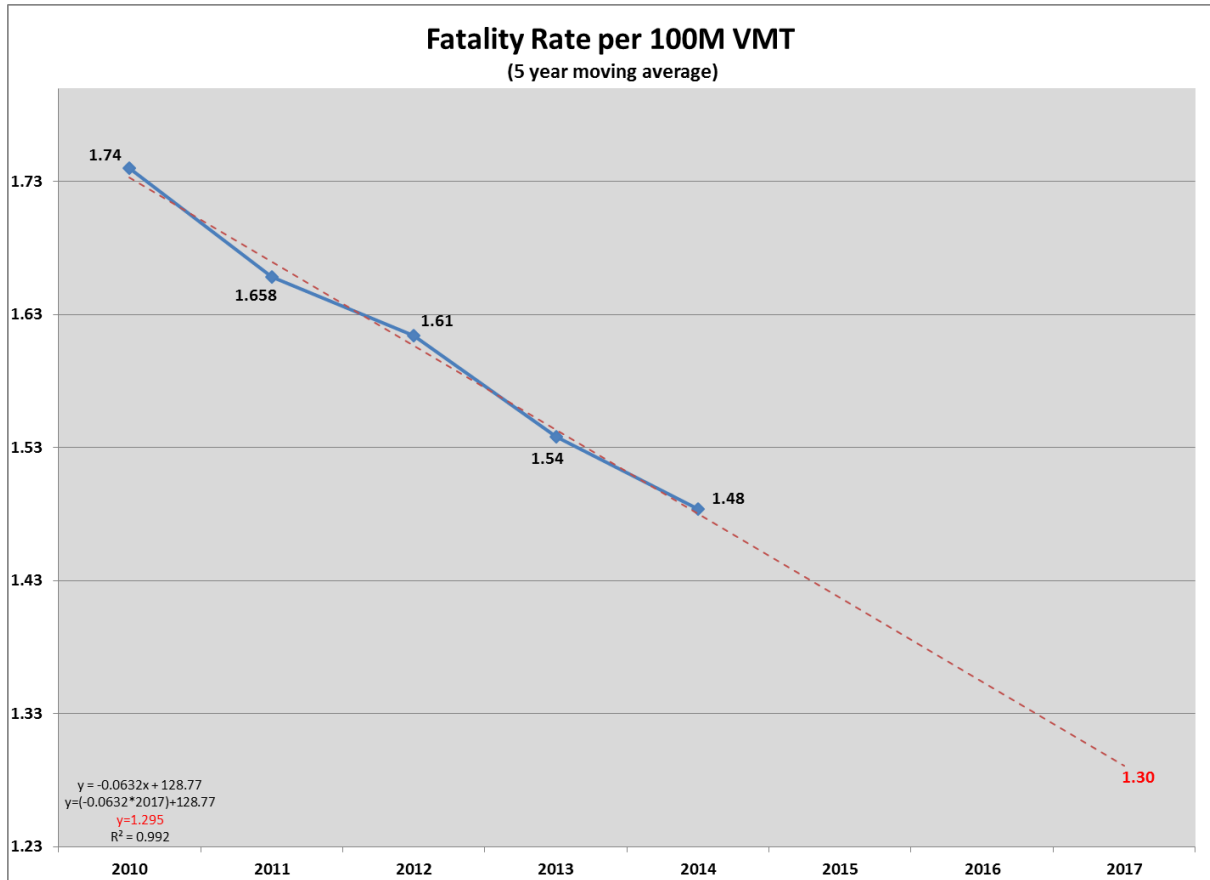
Goal Statements for Core Outcome Measures

1. To decrease fatalities 13% from the 2010-2014 calendar base year average of 707 to 612 for the 2013-2017 calendar years average.



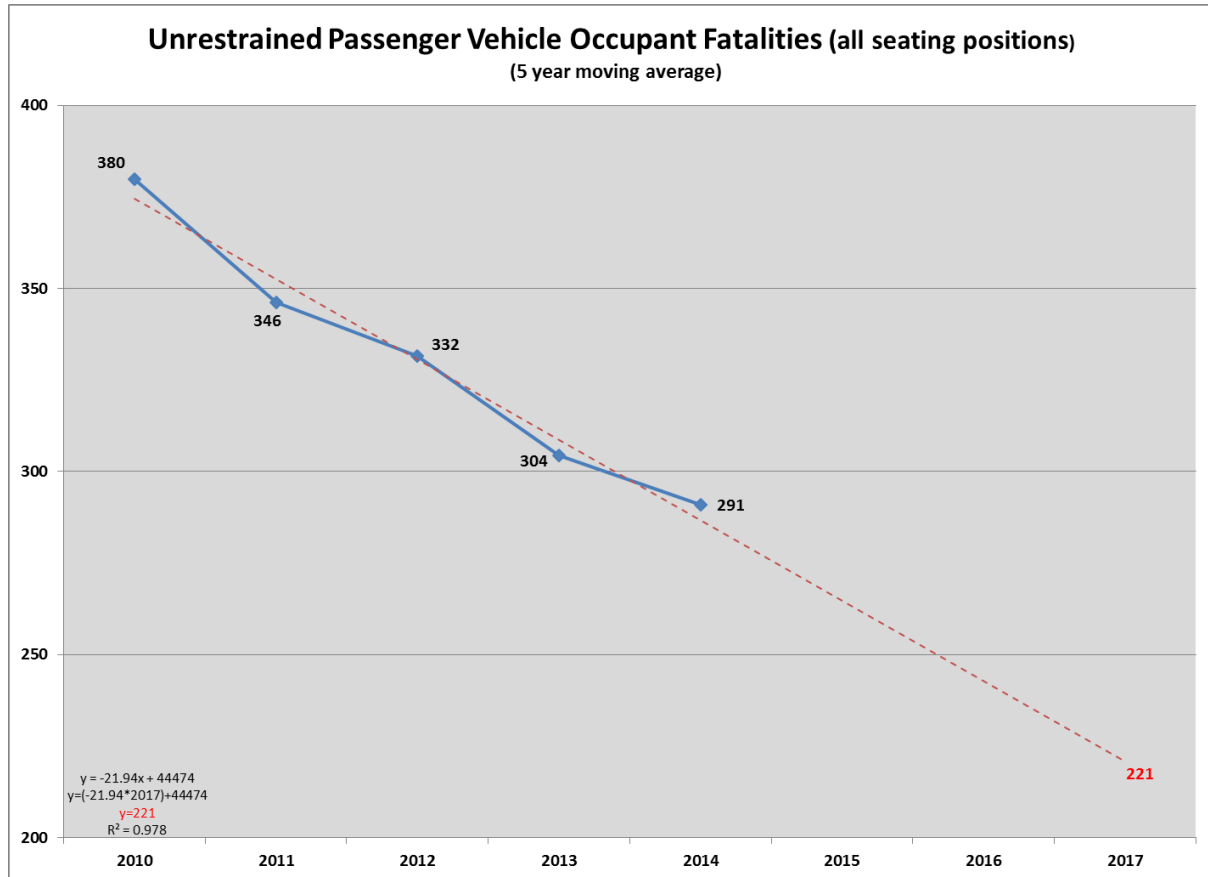
*2013- 2017 goal based upon past data and projected trend line shown above

2. To decrease fatalities/100M VMT 12% from the 2010-2014 calendar base year rate of 1.48 to 1.30 for the 2013-2017 calendar years average.



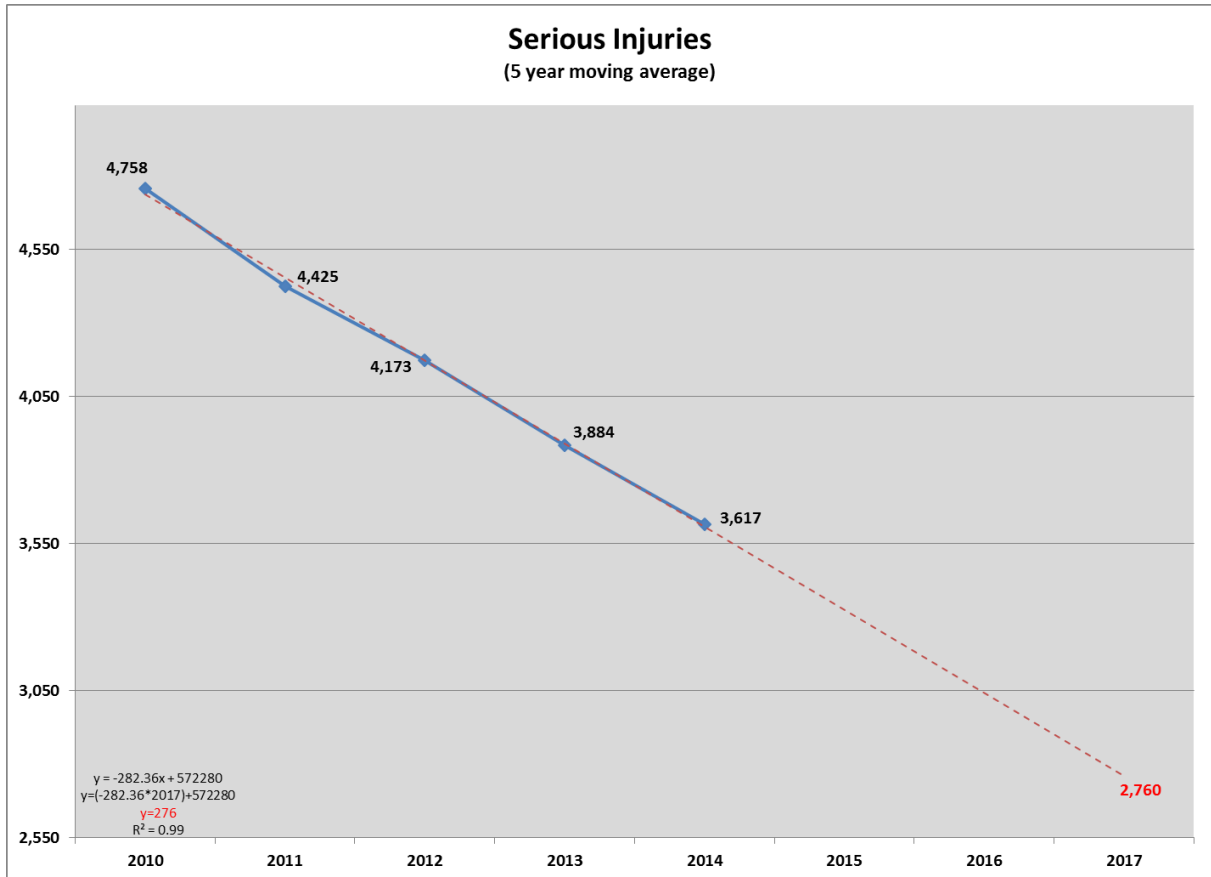
*2013- 2017 goal based upon past data and projected trend line shown above

3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 24% from the 2010-2014 calendar base year average of 291 to 221 for the 2013-2017 calendar years average.



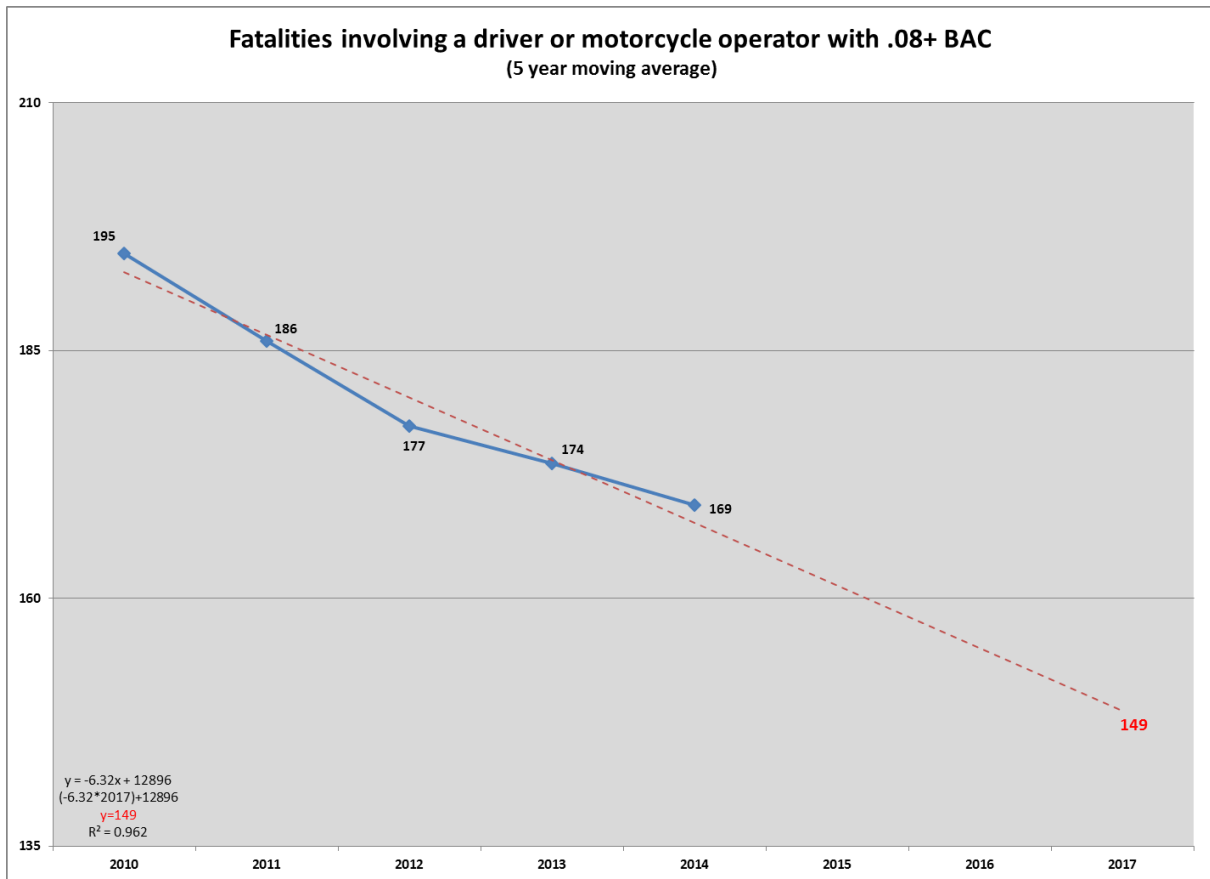
*2013- 2017 goal based upon past data and projected trend line shown above

4. To decrease serious traffic injuries 24% from the 2010-2014 calendar base year average of 3,617 to 2,760 for the 2013-2017 calendar years average.



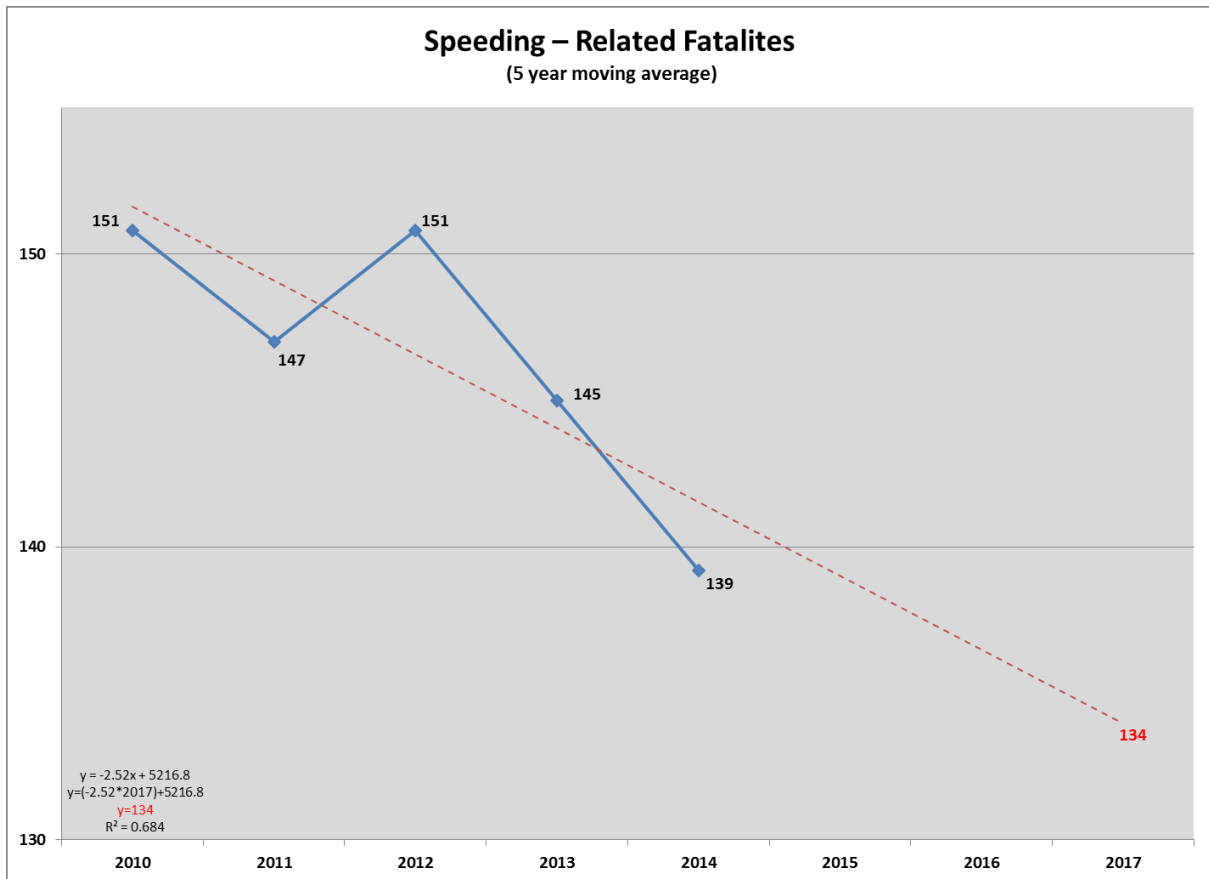
*2013- 2017 goal based upon past data and projected trend line shown above

5. To decrease alcohol-impaired driving fatalities 12% from the 2010-2014 calendar base year average of 169 to 149 for the 2013-2017 calendar years average.



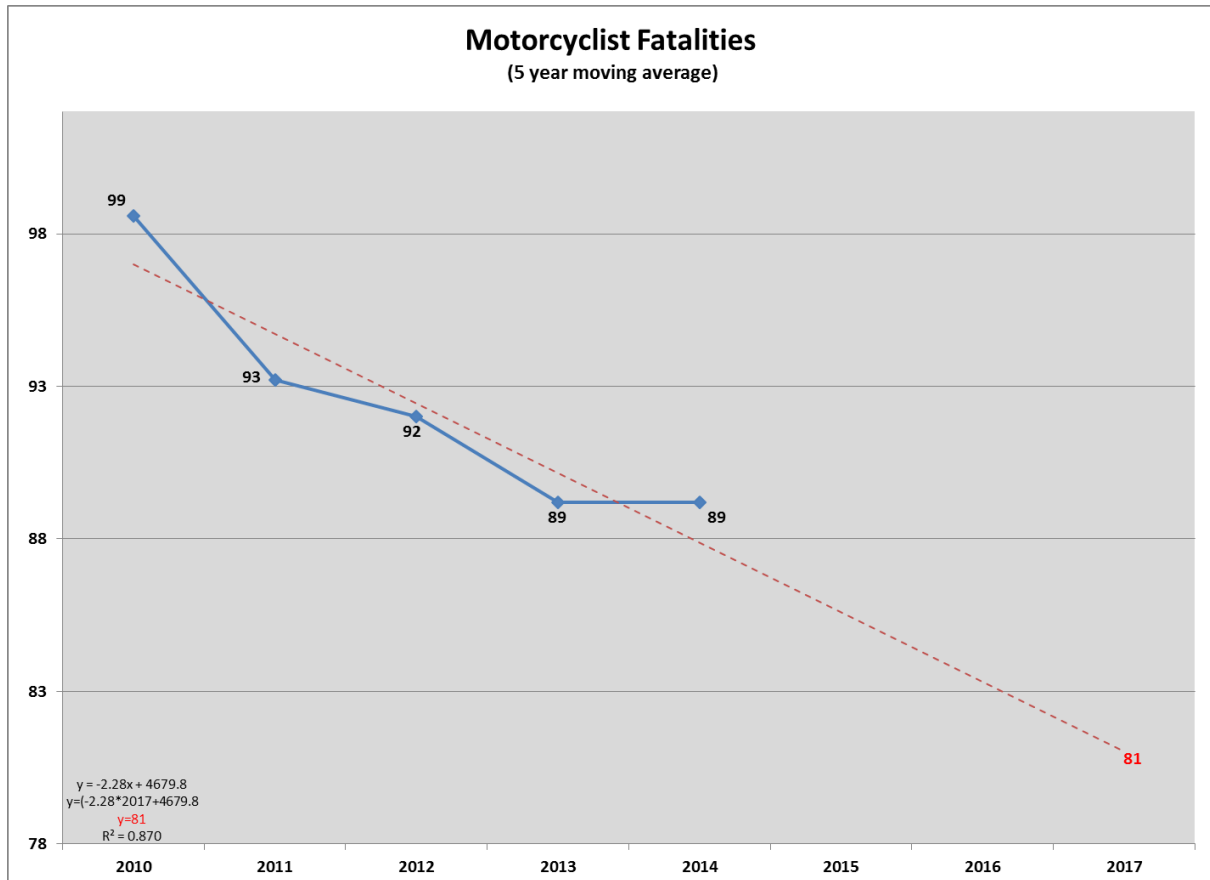
*2013- 2017 goal based upon past data and projected trend line shown above

6. To decrease speeding-related fatalities 4% from the 2010-2014 calendar base year average of 139 to 134 for the 2013-2017 calendar years average.



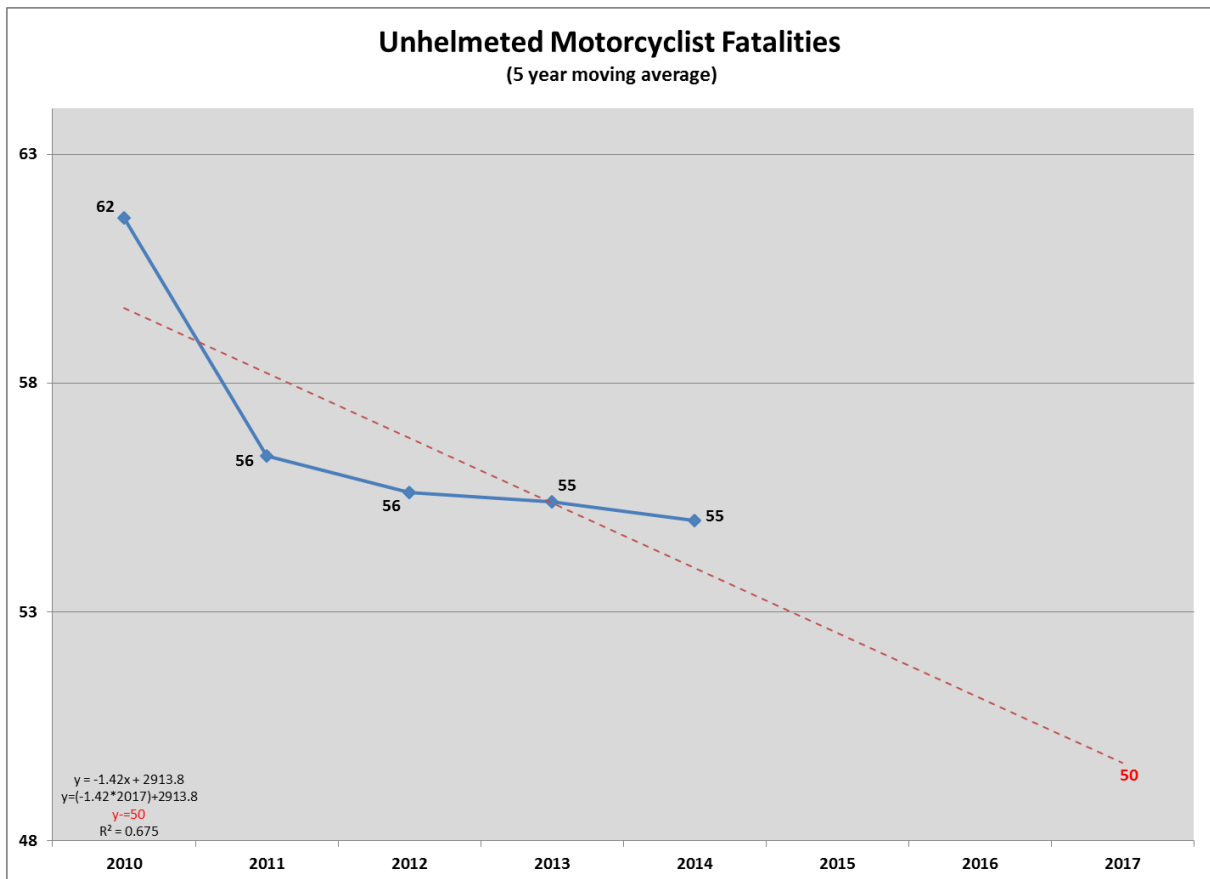
*2013- 2017 goal based upon past data and projected trend line shown above

7. To decrease motorcyclist fatalities 9% from the 2010-2014 calendar base year average of 89 to 81 for the 2013-2017 calendar years average.



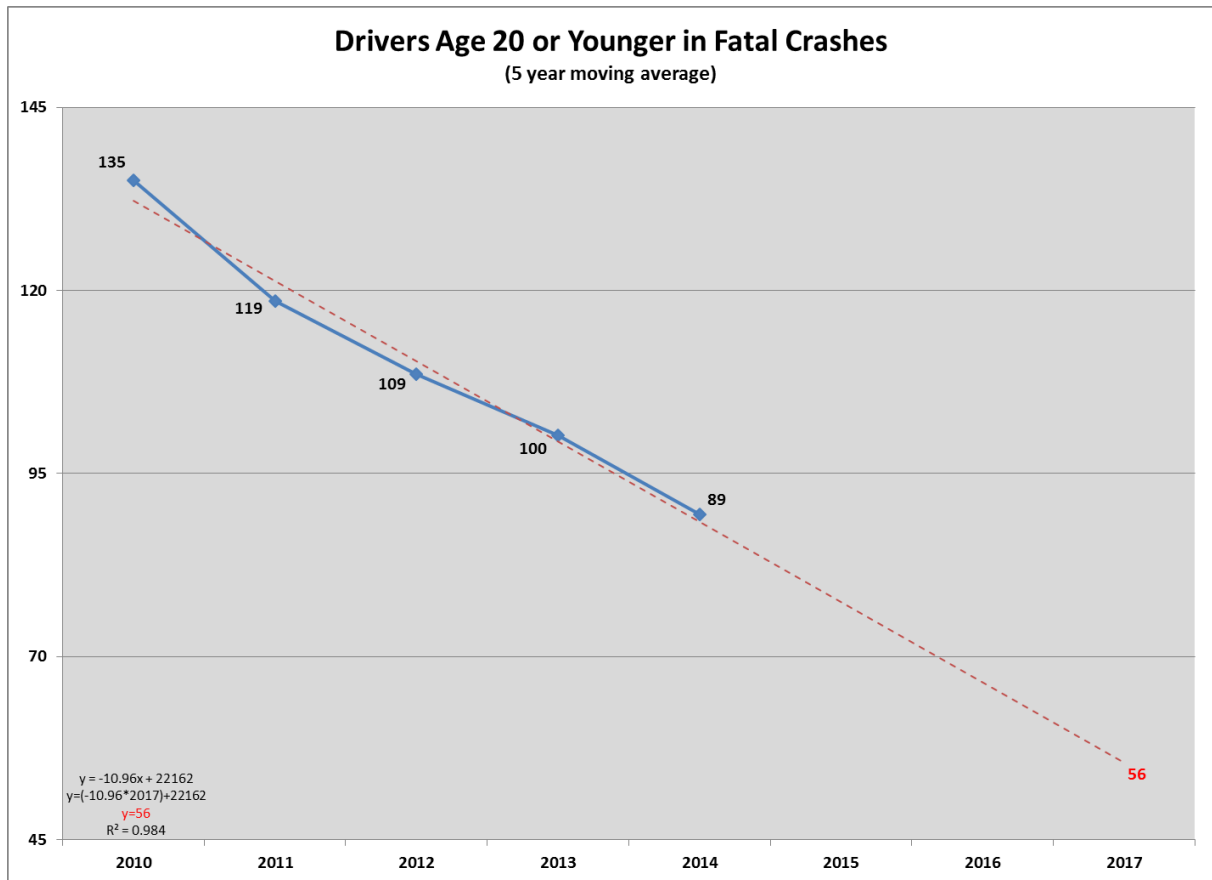
*2013- 2017 goal based upon past data and projected trend line shown above

8. To decrease un-helmeted motorcyclist fatalities 9% from the 2010-2014 calendar base year average of 55 to 50 for the 2013-2017 calendar years average.



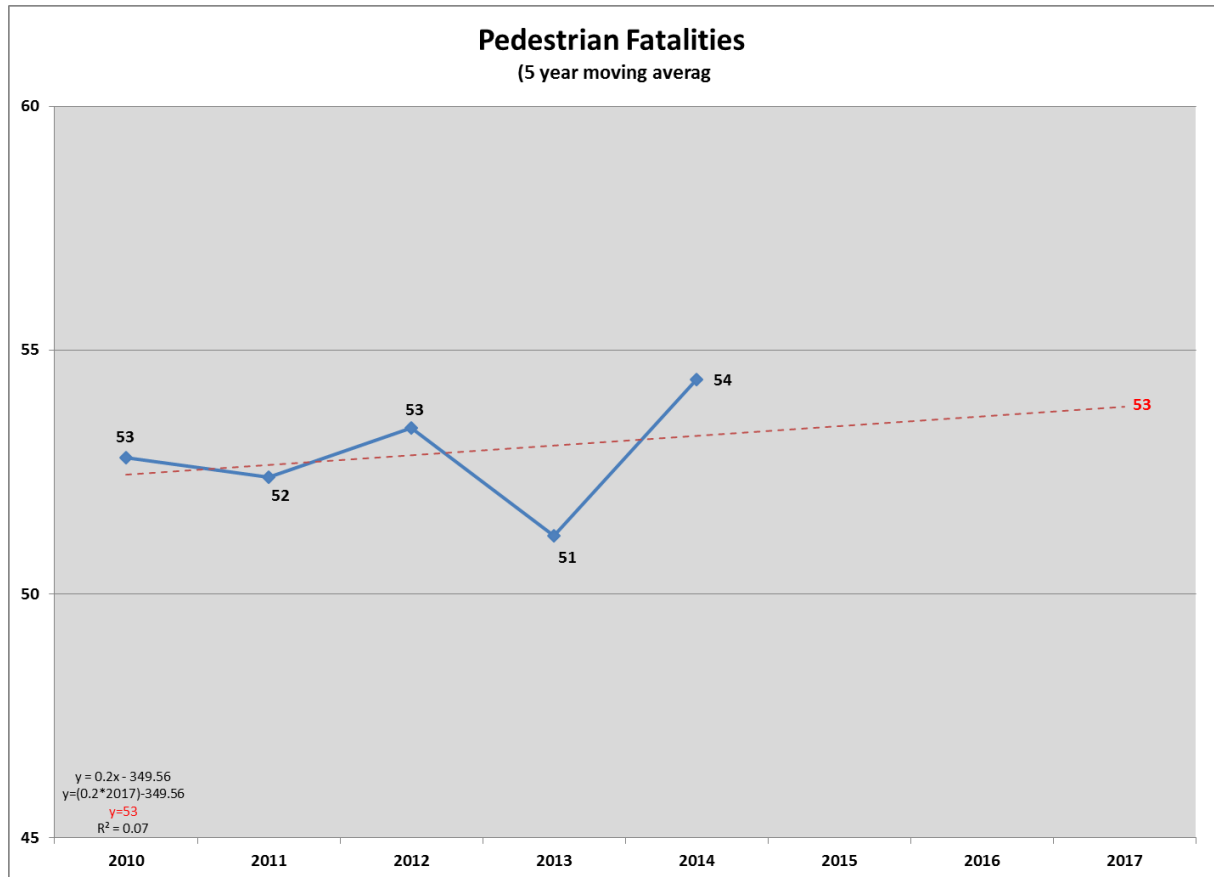
*2013- 2017 goal based upon past data and projected trend line shown above

9. To decrease drivers age 20 or younger involved in fatal crashes by 37% from the 2010-2014 calendar base year average of 89 to 56 for the 2013-2017 calendar years average.



*2013- 2017 goal based upon past data and projected trend line shown above

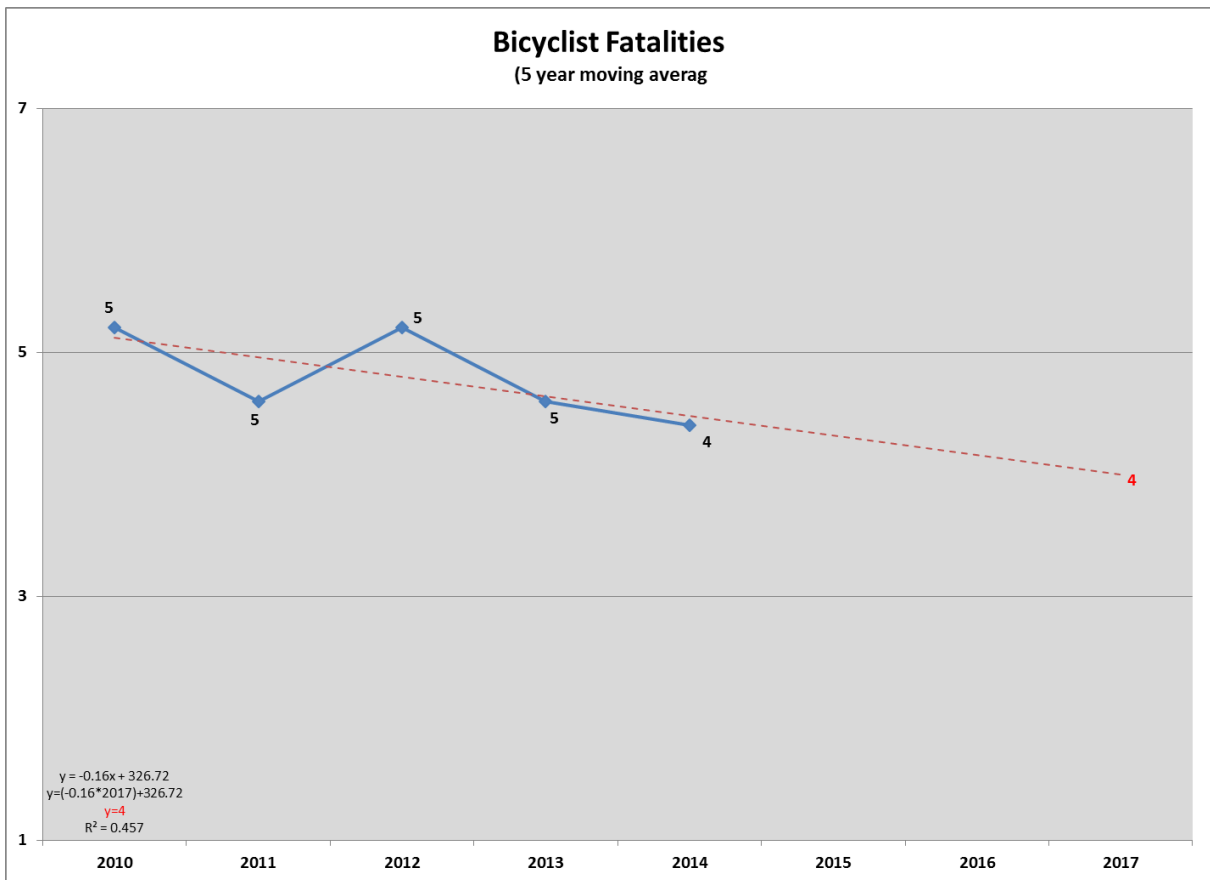
10. To decrease pedestrian fatalities 2% from the 2010-2014 calendar base year average of 54 to 53 for the 2013-2017 calendar years average.



*2013- 2017 goal based upon past data and projected trend line shown above

11.To decrease bicyclist fatalities 25% from the 2010-2014 calendar base year average of 4 to 3 for the 2013-2017 calendar years average.

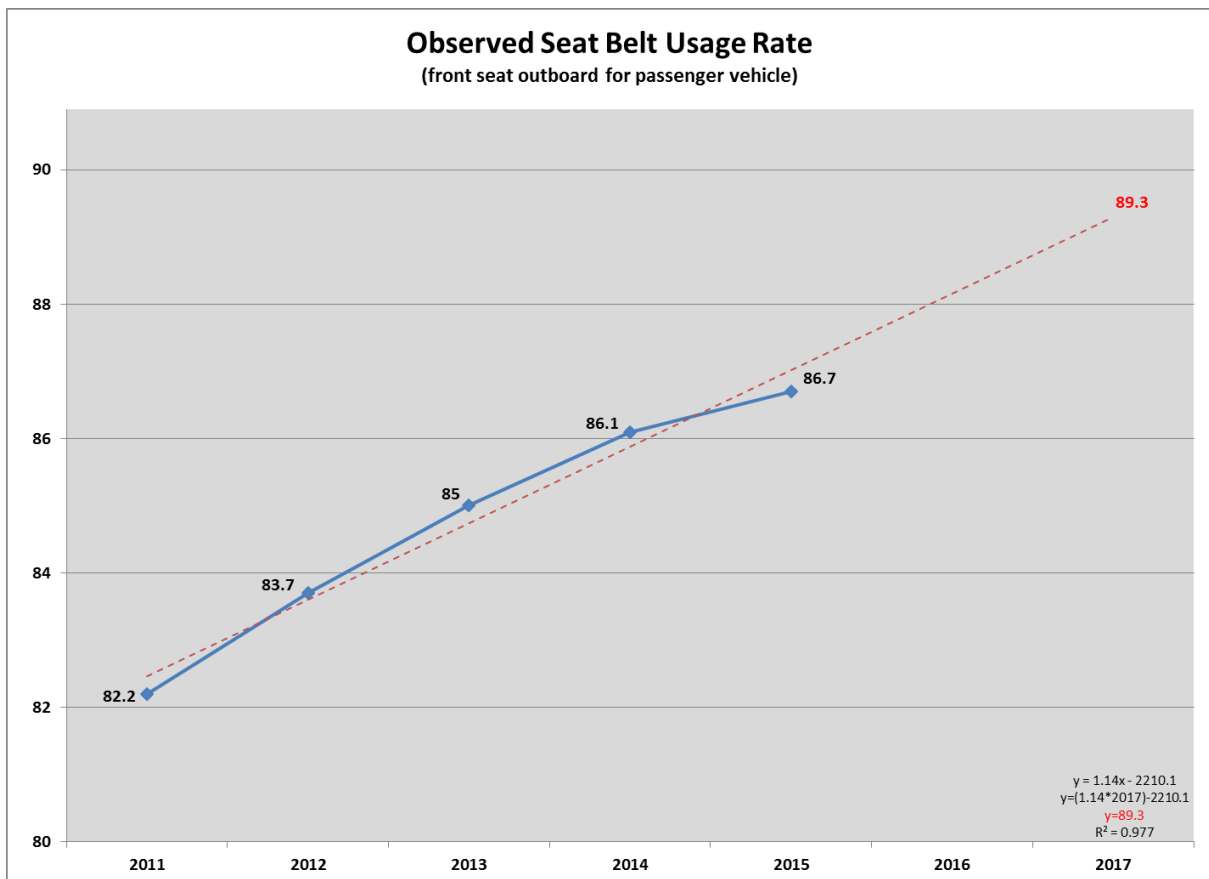
* Despite a projected forecast of no real change in bicyclist fatalities, as shown by the trend line and graph below, the KY Office of Highway Safety feels that a 25% reduction in the base year average is a realistic goal. There have been several new initiatives put into place to address bicycle and pedestrian fatalities, including a new Bicycle/Pedestrian Safety Coordinator position in the Office of Highway Safety.



*2013- 2017 goal based upon past data and projected trend line shown above

Goal Statement for Core Behavior Measure

To increase the seat belt usage rate 2.6% from the 2015 average of 86.7 to 89.3 percent for 2017.



*2017 goal based upon past data and projected trend line shown above

Goal Statements for Activity Measures

1. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2013-2015 calendar base year average of 32,179 to 32,823 by December 31, 2017.
2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2013-2015 calendar base year average of 3,261 to 3,326 by December 31, 2017.
3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2013-2015 calendar base year average of 34,653 to 35,346 by December 31, 2017.

The Kentucky Office of Highway Safety staff monitors activity monthly from all highway safety projects. The monthly activity for those projects having overtime enforcement are compiled into a spreadsheet that calculates the overall hours worked and the total number of citations written for the following traffic violations: speeding, seat belt, child restraint and other traffic. We also track the number of DUI and other arrests made during federal overtime. This information is critical in determining what projects are recommended for future funding.

V. Summary of KOHS Strategies

A. NHTSA-funded Strategies (Grants Management Branch)

Enforcement programs funded by NHTSA follow an evidence-based model that incorporates a data-driven problem identification process, implementation of evidence-based countermeasures, and continuous monitoring to ensure the countermeasures are implemented correctly and are making the desired effect (See Appendix for more details).

Impaired Driving

- To increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs and to aid them in detecting impaired drivers. This strategy is also within our impaired driving emphasis area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).
- To increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- To educate prosecutors and law enforcement on ways to more effectively manage DUI cases and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies in our SHSP.
- To participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over /Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- To promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.
- To provide incentives/awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
- To provide training to state and local law enforcement officers to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- To provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers

to build on their SFST knowledge and skills to better identify drug impaired drivers. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.

- To encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- To educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.
- Maintain, provide assistance and information to the Kentucky Impaired Driving Task Force as a member.
- Maintain and promote the Kentucky Drive Sober smart phone application.
- To maintain and increase participation of the “Be a HERO Campaign” as an ongoing effort to prevent impaired driving by promoting the use of safe and sober designated drivers.

Occupant Protection

- To educate the public about the provisions of Kentucky’s primary seat belt law and the consequences of non-compliance. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To encourage law enforcement agencies to aggressively enforce the primary seat belt law and child seat and booster seat laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with low seat belt usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To participate in the National Highway Traffic Safety Administration’s *Click It or Ticket / Drive Sober or Get Pulled Over* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- To promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- To encourage nighttime occupant protection enforcement during the grant year. This strategy is one of our occupant protection emphasis area strategies in our SHSP.

- To increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To encourage the passage of stronger occupant protection laws for children (specifically, those over 40” tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To continue to host Kentucky Lifesavers Conference with an emphasis on occupant protection and other emphasis areas within the Strategic Highway Safety Plan. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To encourage grantees to conduct seat belt observational surveys to monitor seat belt usage in their city/county.
- To provide incentives/awards to law enforcement agencies/officers who excel in enforcing seat belt laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To conduct a statewide observational seat belt survey during June and July 2015 in accordance with to meet NHTSA guidelines.
- To continue the Governor’s Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Police Traffic Services

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To coordinate a statewide summer enforcement campaign during the month of July focusing on speeding, impaired driving and occupant protection through saturation

patrols, traffic safety checkpoints and media. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.

- To encourage all law enforcement agencies to follow established guidelines for vehicular pursuits issued by the IACP [(23 USC 402 (b) (1) (E))] during our regional workshops and through our LEL network.

Motorcycle Safety

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is also one of our emphasis area strategies for motorcycles in our SHSP.
- To use media to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists. This strategy is one of our emphasis area strategies for motorcycles in our SHSP.
- To have a visible presence at motorcycle events statewide to promote training and safety.

B. FHWA-funded Strategies (Education Branch)

Education Branch Mission

The Kentucky Office of Highway Safety's Education Branch provides highway safety educational programming by elevating the emphasis on highway and traffic safety across the State of Kentucky. This provides educational opportunities to individuals in order to bring awareness to the dangers and the responsibilities that are associated with highway and traffic safety. Some of these educational opportunities include educational presentations, educational interactive experiences and educational demonstrations. The Education Branch also provides highway safety resources for law enforcement, schools, corporations and other agencies outside of state government which are designed to help reduce the number of fatalities and injuries on Kentucky's roadways and highways. The Education Branch targets its highway safety efforts in the Top 40 Overall Kentucky Counties with Highway Safety Concerns and also provides highway safety educational learning experiences in all of Kentucky's 12 Highway Districts.

The Education Branch also supports and implements the goals and objectives of the Kentucky Strategic Highway Safety Plan (SHSP) and the KOHS Highway Safety Improvement Plan (HSP) "*Toward Zero Deaths*" message through stakeholder partnerships and learning experiences in the following emphasis areas:

- Impaired Driving (Drugs & Alcohol)
- Occupant Protection (Seat Belt & Child Passenger Safety)
- Aggressive Driving
- High-Risk Drivers (Young & Mature)
- Motorcycle Safety

- Non-Motorized (Pedestrian & Bicycle Safety)
- Distracted Driving
- Intersection Safety

The Education Branch also helps with key highway safety legislative issues by providing research and supplemental information to help support the Kentucky Strategic Highway Safety Plan (SHSP) and KOHS Highway Safety Performance Plan (HSP) goals and objectives.

- Examples include: The Education Branch conducted research and provided documentation supporting legislative proposals for Distracted Driving in 2013 and also for Child Passenger Safety in 2013 and 2015.

The Education Branch within the Division of Highway Safety Programs plans the following activities during federal fiscal year 2017:

- Conduct educational research in each of the Program Coordinator Emphasis Areas to further improve each program based upon current traffic safety data and supporting the “KOHS” SHSP and HSP
- Maintain involvement with the “KOHS” SHSP and HSP Committees in order to monitor the goals of the plans and any changes that need to be addressed with the plans
- Partner with educators, family resource centers, law enforcement, state agencies, community organizations, businesses and corporations that are located within the Top 40 KY Counties that have the most overall highway traffic safety concerns and provide highway safety educational programming
- Focus 90% of all Education Branch Programs in the Top 40 KY Counties with the most overall highway traffic safety concerns.
- Involve the PIO’s for each of the 12 KYTC Highway District Areas when planning highway safety educational programs within those areas
- Provide use, improvements and maintenance of the KOHS Traffic Safety Checkpoint trailer in support of NHTSA, Kentucky Law Enforcement and Grant Branch enforcement efforts

Education Awareness Programs (General Public)

- Maintain KOHS Social Media feeds in order to keep the general public aware of highway safety concerns
- Provide the general public with an up-to-date awareness of educational programming conducted by the Education Branch
- Provide public notifications for upcoming Child Passenger Safety (CPS) fitting stations
- Provide online links and resources relating to highway safety at both state and national levels
- Provide access to electronic highway safety tip sheets/educational materials

- Provide educational materials on highway safety for outside agencies or organizations that would like to conduct a highway safety events in their own county or district.

Education (Public Service Announcements)

- Provide PSA's on the dangers of drinking and driving during holidays
- Provide PSA's specifically for the awareness of the necessity for motorcycle safety equipment usage, to include helmets
- Provide PSA's on the dangers of distracted driving. This strategy is one of our distracted driving emphasis area strategies in our SHSP.
- Provide PSA's in support of the following enforcement mobilizations:
- Distracted Driving (April)
- Click it or Ticket (May-June)
- Motorcycle Safety Awareness (May)
- Blue Lights Across the Bluegrass (July)
- Drive Sober or Get Pulled Over (August- September; December)

Education (District Coordinators)

- Maintain District Coordinator participation in Highway Safety educational programming within their districts
- Maintain KOHS Educational Programs Request Form (EPF) distribution to District Coordinators
- Obtain District Coordinator participation in the KOHS Lifesavers Conference
- Provide Highway Safety Educational Equipment to District Coordinators for events held within their districts
- Provide access to the Highway Safety Educational Events Calendar so District Coordinators can be aware of highway safety events within their districts

Education (Transportation Cabinet Employees)

- Conduct two Distracted Driving programs at the Transportation Cabinet central office building specifically for Transportation Cabinet employees. This strategy is also one of our distracted driving emphasis area strategies in our SHSP.
- Conduct one CPS fitting station at the KOHS warehouse specifically for Transportation Cabinet employees.

Education Branch Programs Emphasis Areas

Highway Safety Equipment

Provide highway safety educational equipment and law enforcement support equipment in order to support and showcase highway safety emphasis areas that include: impaired driving, occupant protection, young drivers, child passenger safety, motorcycle safety, mature drivers, distracted driving, corporate outreach, pedestrian safety and bicycle safety.

Maintain all highway safety educational and law enforcement support equipment:

- Rollover Simulator for Occupant Protection Program
- 3D Driving Simulator for Impaired Driving Program
- D2 Simulator for Distracted Driving Program
- Child Passenger Safety Checkup Trailer for Occupant Protection Program
- Traffic Safety Checkpoint Trailer for Occupant Protection and Impaired Driving Programs

Impaired Driving

Provide an educational “hands-on” experience, allowing participants the ability to drive modified golf carts in a visually impaired state, in a safe, controlled environment. Provide impaired driving educational programs and information to public schools, public entities and corporations.

- Continue to increase the number of 3D Simulator events by 5% in the Top 40 counties
- Continue to increase the number of impaired driving presentations by 5% in the Top 40 counties
- Maintain and keep current the 3D Simulator and trailer
- Provide Ghost Out Program for educational presentations
- Provide Mock Crash program for educational presentations
- Develop a pre and post survey to administer to the students in classroom settings to evaluate program performance
- Provide educational information regarding the revised Ignition Interlock statues

Occupant Protection (Seatbelt Safety & Child Passenger Safety)

Increase public awareness of seatbelt usage benefits. Educate all elements of Kentucky’s population on proper seatbelt usage. Demonstrate the impact on non-seatbelt use.

- Provide a high volume of Occupant Protection programming in elementary and high schools – educate the next generation of drivers

- Provide Occupant Protection programming to the commercial industry, targeting agencies with fleet vehicles through the Corporate Outreach program
- Continue to increase occupant protection programming by 5% in the Top 40 counties
- Maintain and keep current the Rollover Simulator
- Provide Rollover Simulator for highway safety educational awareness presentations

Child Passenger Safety

Demonstrate proper installation techniques. Provide instruction on all facets of available child restraints. Provide information pertaining to Child Passenger Safety laws and NHTSA's best practices.

- Provide CEU opportunity for Child Passenger Safety Technicians (CPSTs)
- Increase the CPST retention rate to 55%
- Collaborate with agencies to provide CPS fitting stations across the state
- Maintain and provide Child Passenger Safety Checkup Trailer for CPS checkup events across the state

High-Risk Drivers (Young & Mature)

Young Driver

Educate Young Drivers about the dangers of driving. Provide new and inexperienced drivers with educational experiences and material that will impact good driving habits and reduce the number of injuries and fatalities on Kentucky's roadways.

- Conduct highway safety presentations throughout Kentucky's 12 Highway Districts focusing on the Top 40 counties with occupant protection, distracted driving and impaired driving problems
- Continually updating DVD package and new publications for young drivers safety programs
- Provide tip sheets and maintain current data for distribution of educational promotion items
- Provide Rollover Simulator, 3D Simulator, D2 Simulator, Ghost program and Mock Crash programs for highway safety educational awareness presentations

Mature Driver

Provide awareness presentations and materials to Mature/Senior drivers with focus placed upon biological changes that will challenge their abilities to operate a motor vehicle safely.

- Conduct Mature Drivers programs throughout the state, focusing 90% of effort on the Top 40 counties
- Continually updating DVD package and publications
- Display mature drivers posters wherever Mature Driving programs have been conducted
- Maintain and keep current tip sheets, presentations and materials

Distracted Driving

Educate and inform the general public on the dangers of distracted driving through the use of the distracted driving simulator and informational presentations. Reduce the number of injuries and fatalities each year due to distracted driving.

- Continue to increase distracted driving programming by 5% in the Top 40 counties
- Maintain and keep current interactive driving simulator and trailer
- Employ up-to-date videos and presentations to educate about distracted driving, texting laws and the issues that surround it
- Provide D2 Simulator for highway safety educational awareness presentations

Motorcycle Safety

Enhance motorcycle safety and public awareness of motorcycles through education, in order to reduce the overall motorcycle crash and fatality rate in Kentucky.

- Collaborate with the Motorcycle Safety Foundation to distribute educational materials at our safety booths throughout the Commonwealth
- Provide *Intersections* (Share the Road) or any other applicable MSF training tools at motorcycle events and corporate outreach events throughout the Commonwealth
- Provide motorcycle safety equipment presentations in any appropriate venue throughout the Commonwealth
- Provide motorcycle safety and training information upon request from various motorcycle organizations and businesses to be distributed at their events throughout the Commonwealth
- Provide BRC Training Completion Patches to BRC Training participants

Bicycle & Pedestrian Safety

Enhance pedestrian and bicycle safety and public awareness of each through education, in order to reduce the overall pedestrian and bicycle crash and fatality rates in Kentucky.

- Maintain and update the pedestrian and bicycle safety education web page on the KOHS website
- Continue working relationships/partnerships with pedestrian and bicycle programs or organizations in high impact areas in the state including the 403 grant city of Louisville.
- Provide educational materials through community outreach programs in the high impact areas of the state.
- Provide safety education, updates, videos, and/or tips once a week through social media posts.

Corporate Outreach

Provide assistance to corporations in the development of policies, education and solutions to help combat the various issues we all face concerning highway safety.

- Expand the number of corporate outreach programs by 5% statewide
- Distribute posters and other educational materials to corporate outreach partners
- Provide presentations on distracted driving, impaired driving, occupant protection and drowsy driving for corporate outreach partners with vehicle fleets and shift work
- Provide interactive highway safety educational equipment to use during corporate events

Legislative Issues

Provide support to the Highway Safety leadership and Transportation Cabinet leadership with continuous improvements of highway safety legislative proposals with the latest statistics and research information available.

- Provide emphasis area statistics and research on a as needed basis
- Provide support to the Executive and Assistant Director with amendment proposals to existing highway safety laws
- Provide support when collaborating with internal and external sources to accommodate revisions to existing highway safety laws

VI. Proposed Highway Safety Projects

Impaired Driving Projects

Project Number: M5HVE-17-01 through M5HVE-17-29

Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects

Description: These grants will fund 29 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Boone, Boyd, Bullitt, Calloway, Campbell, Christian, Fayette, Franklin, Graves, Grayson, Hardin, Harlan, Harrison, Henderson, Jefferson, Jessamine, Kenton, Laurel, Marshall, Monroe, Muhlenberg, Nelson, Oldham, Pike, Shelby and Trigg. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). Additionally, grant budgets will include funding for the agencies to send an officer to the 2017 Governor's Highway Safety Association Conference. According to NHTSA's *Countermeasures that Work*, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their overtime on these targeted roadways.

Budget: \$521,510.00 (NHTSA 405D MAP-21)

Project Number: M5HVE-17-30

Project Title: Kentucky State Police Nighthawk Impaired Driving Enforcement/Equipment

Description: Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in established statewide priority areas and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these DUI enforcement efforts. This grant will fund overtime enforcement focused on apprehending impaired drivers; fuel costs, equipment (PBTs and in-car video cameras) and costs to send personnel from each KSP post/CVE region to the 2017 Governor's Highway Safety Association Conference. According to NHTSA's *Countermeasures that Work*, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Kentucky State Police conducts the majority of the total traffic checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their objective to increase DUI arrests (PBTs are rated as a 4-star countermeasure) and the video cameras have proven to be effective in prosecution of DUI cases.

Budget: \$600,000.00 (NHTSA 405D MAP-21)

Project Number: M5HVE-17-31

Project Title: Governor's Impaired Driving Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have

excelled in arresting impaired drivers during the previous federal fiscal year. This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$25,000 (NHTSA 405D MAP-21)

Project Number: M5HVE-17-32

Project Title: Drive Sober Mini-Grant Project for local agencies

Description: This grant will fund a 16-week overtime enforcement program focused on impaired driving in areas identified as having the greatest need for increased enforcement. NHTSA's *Countermeasures that Work*, 7th edition, indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving.

Budget: \$125,000.00 (NHTSA 405D MAP-21)

Project Number: M5HVE-17-33

Project Title: Impaired Driving Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2016 and August 2017. The following media formats will be considered for reaching target audiences: radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol and drug-related crashes and fatalities will be targeted. In addition, anti-DUI advertising will be purchased through sponsorships to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/IMG Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Kentucky Sports Radio
- Afternoon Underdogs Radio
- Kentucky Speedway

These sponsorships include coach endorsements, radio PSA's, digital elements, impaired driving signage and live announcements during home games. According to the NHTSA publication, *Countermeasures that Work*, 7th edition, mass media campaigns such as this regarding impaired driving are rated as a 3-star countermeasure. Effectiveness will be enhanced by running ads largely in conjunction with statewide impaired driving enforcement activities.

Budget: \$805,000.00 (NHTSA 405D MAP-21 funds)

Project Number: AL-17-01 through AL-17-08

Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects

Description: These grants will allow 8 local agencies to work overtime enforcement focusing on impaired driving in the following counties: Boyd, Breathitt, Greenup and Johnson. Kentucky State Police will cover the remaining counties. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for personnel to attend the 2017 Governor's Highway Safety Association (GHSA) Conference.

According to NHTSA's *Countermeasures that Work*, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their overtime on these targeted roadways.

Budget: \$85,450.00 (NHTSA 402 funds)

Project Number: AL-17-09

Project Title: Drug Evaluation and Classification Program

Description: Eastern Kentucky University's Department of Criminal Justice Training will continue a program to certify/recertify Kentucky law enforcement officers as Drug Recognition Experts (DRE's), as well as provide advanced DUI training to other law enforcement officers. Project strategies include conducting two DRE courses, two DRE recertification courses, and at least six Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. The grant will also allow a small group of DRE instructors/regional coordinators to attend the National DRE Conference.

With Kentucky's increasing number of drug-related DUIs and crashes, this program is an essential component of Kentucky's strategy to reduce impaired driving. The training curriculum, provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of drug impaired subjects. Those certified by this program are able to conduct standardized and systematic evaluations of drug-impaired individuals and provide reliable testimony in court. This program includes a strong outreach component with the state's prosecutors. The grant will pay for the DRE program Coordinator's salary, course materials, and costs associated with providing training events. This program provides specific training to improve officer skills for enforcing laws related to impaired (drugged) driving. Enforcement of drugged driving is a 3-star rated countermeasure in NHTSA's *Countermeasures that Work*, 7th edition.

Budget: \$100,000.00 (NHTSA 402 Funds)

Project Number: AL-17-10

Project Title: Traffic Safety Resource Prosecutor

Description: Grant will provide eleventh-year funding for the full-time position of Traffic Safety Resource Prosecutor (TSRP) through Kentucky's Office of the Attorney General. This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI laws. In the upcoming year, the TSRP will conduct a minimum of three regional traffic safety-related trainings for law enforcement/prosecutors, including one focused on vehicular homicide and one on drugged driving. He will also conduct a presentation of a trial advocacy topic relating to prosecuting highway safety infractions at the state's annual prosecutors conference. In addition, the TSRP will continue to advise prosecutors on technical matters related to DUI and other traffic safety issues, serving as a liaison between law enforcement, prosecutors, and the Office of Highway Safety. He will continue a mentoring program between new and experienced prosecutors, provide DUI training for new law enforcement recruits, and maintain a web page containing a wealth of reference materials for law enforcement and prosecutors. NHTSA is supportive of TSRPs and has developed a manual to assist them in their work, which is particularly valuable to less experienced prosecutors and

judges handling DUI cases. This is addressed on page 1-26 of *Countermeasures that Work*, 7th edition, within the section on DWI Courts. While Kentucky does not have dedicated DWI courts, TSRPs are often part of such programs.

Budget: \$200,000.00 (NHTSA 402 Funds)

Occupant Protection Projects

Project Number: OP-17-01 through OP-17-04

Project Title: Kentucky Association of Chiefs of Police—Central, Eastern, Western, and Northern Law Enforcement Liaisons (LEL)

Description: Each grant will fund a full-time Law Enforcement Liaison to serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for designated counties within the Central, Eastern, Western and Northern regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Each grant includes personnel costs, travel/training expenses, equipment and program enhancement items.

Budget: \$448,318.20 (NHTSA 402 funds)

Project Number: OP-17-05 through OP-17-08

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow 4 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Boyd, Breathitt, Greenup and Johnson. Kentucky State Police will cover the remaining counties. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for personnel to attend the 2017 Governor's Highway Safety Association (GHSA) Conference.

According to NHTSA's *Countermeasures that Work*, 7th edition, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1800 – 0600). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Budget: \$179,971.00 (NHTSA 402 funds)

Project Number: OP-17-09

Project Title: Cumberland Valley Area Development District Occupant Protection

Description: This project will address child passenger safety and low seat belt usage among teens in an eight-county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund partial salary and travel expenses for the project director to provide CPS technical assistance at public check-up events and to instruct/co-instruct the 32-hour CPS certification course to prospective CPS technicians. The project also includes conducting programs to improve low seat belt usage in high schools, with pre and post –intervention surveys used to measure progress.

According to the NHTSA publication, *Countermeasures that Work*, 7th edition, school programs to improve seat belt usage have a 3-star effectiveness rating, but enforcement is a key ingredient of programs even among school age children. Child restraint inspection stations and distribution programs have a 2 star rating, but are a required element for states to qualify for 402 funding. The grantee's program fills a need in this region of the state, where there are very few CPS instructors and a population under-served by CPS fitting resources.

Budget: \$24,000.00 (NHTSA 402 funds)

Project Number: OP-17-10

Project Title: Kosair Children's Hospital CPS Program

Description: This continuing grant will provide partial funding for a Registered Nurse as a CPS specialist/instructor and a part-time Health Educator, who will both work from Kosair Children's Hospital in Louisville to provide CPS instruction assistance throughout the state.

In the upcoming year, the CPS Specialist will partner with the hospital's regional trauma center to review medical records of children treated for injuries resulting from motor vehicle crashes. This data will be used to develop teaching priorities to address the latest child injury trends. Project staff will offer continuing education classes to Kosair nursing staff and to CPS technicians statewide, as well as host car seat classes for parents of infants. The CPS Specialist will lead instruction for kindergarten students and their parents regarding booster seats to address a growing concern with injuries of 5-7 year olds. They will continue to provide three permanent fitting stations at Kosair hospital facilities in Jefferson County and to provide assistance for the special needs car seat services for health agencies statewide. The grant will cover 50% of the time for the CPS coordinator, and a part-time salary for a CPS Educator, travel/training, child restraint checkup supplies and backless booster seats. According to the NHTSA publication, *Countermeasures that Work*, 7th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$47,000.00 (NHTSA 402 funds)

Project Number: OP-17-11

Project Title: Madison County Health Department

Description: Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, etc. to reach all segments of the population, emphasizing the following areas: seat belt and proper child passenger restraint usage, impaired driving, distracted driving, bicycle/pedestrian safety and motorcycle safety. The project includes gathering local seat belt usage and child seating position data through observational surveys and maintaining CPS fitting stations at health department clinics in Berea and Richmond. This grant will primarily fund salaries/benefits and training for members of the safety education team.

The main strategies encompassed by this project are rated as follows, according to the NHTSA publication, *Countermeasures that Work*, 7th edition:

- School programs to improve seat belt usage: 3 stars (enforcement is a key ingredient)

- Child restraint inspection stations: 2 stars; however a network of such stations is a required component for states to qualify for Section 405 funding
- Bicycle education: 2 stars (education); 3 stars (rider conspicuity)
- Pedestrian Safety: 3 stars (elementary age pedestrian training)
- Youth impaired driving program: 2 stars

The applicant has collected their own data that shows improvement in seat belt usage rates among high school students, as well as increased placement of elementary school children in rear seating positions following their interventions. Several of their other programs are recommended in NHTSA's guide for Safe Communities and guidelines published by the Prevention Institute.

Budget: \$42,000.00 (NHTSA 402 funds)

Project Number: OP-17-12

Project Title: Marshall County Health Department CPS Program

Description: This continuation grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far western part of the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

Budget: \$28,000.00 (NHTSA 402 funds)

Project Number: OP-17-13

Project Title: Governor's Highway Safety Association Conference (GHSA)

Description: In 2017, Kentucky will host the Governor's Highway Safety Conference in Louisville, KY. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

Budget: \$100,000.00 (NHTSA 402 funds)

Project Number: OP-17-14 through OP-17-15

Project Title: Frankfort Police Department and Kentucky State Police Full-Time Officer

Description: These grants will allow KOHS to fund full time officers focusing on occupant protection. KSP will concentrate efforts throughout the Commonwealth targeting problem areas and Frankfort Police Department will focus on the City of Frankfort. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle, equipment needed to work the grant and funding for the officers to attend the 2017 Governor's Highway Safety Association Conference.

Budget: \$405,000.00 (NHTSA 402 funds)

Project Number: M2HVE-17-01 through M2HVE-17-15

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow 15 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Ballard, Barren, Bourbon, Christian, Grant, Hardin, Larue, Logan, Madison, Meade, Oldham, Perry, Pike Pulaski, and

Woodford. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for personnel to attend the 2017 Governor's Highway Safety Association Conference.

According to NHTSA's *Countermeasures that Work*, 7th edition, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1800 – 0600). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Budget: \$209,525.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-17-16

Project Title: Kentucky State Police – Occupant Protection

Description: This project will fund overtime focused on seat belt enforcement during the months of October 2016, November 2016, March 2017 and July 2017. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained & certified as Child Passenger Safety technicians through SAFE KIDS. As noted above, short-term, high visibility belt enforcement periods such as this are a 5-star-rated activity.

Budget: \$150,000.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-17-17

Project Title: Occupant Protection Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in enforcing Kentucky seat belt laws. This includes event planning & coordination, facility rental, meals and plaques/awards). This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$25,000.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-15-MG

Project Title: Click It or Ticket Mini Grants

Description: These grants will allow approximately 40 state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2017. Kentucky State Police will cover remaining areas outside the selected agencies. Areas identified and approved by NHTSA as the seat belt survey sites as well as those areas having low seat belt use rates will be contacted regarding a mini-grant funding opportunity to increase enforcement efforts during the campaign. Short-term, high visibility belt enforcement programs such as these for *Click it or Ticket* are designated a 5-star rating in the NHTSA publication, *Countermeasures That Work*, 7th edition. KOHS ensures effective and proper implementation of all enforcement activities for this mobilization analyzing the data for seat belt usage as well as monitoring the locations of unbelted fatalities and targeting these areas for mini-grant projects.

Budget: \$125,000.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-17-18

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop & run a statewide occupant protection media campaign supporting the national *Click it or Ticket* campaign in May 2017. The following media formats will be considered for reaching target audiences: radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of unrestrained crashes and fatalities will be targeted, with an emphasis in areas with a high number of registered pickup trucks.

As indicated in NHTSA's 7th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).

Budget: \$125,000 (NHTSA 405B MAP-21 funds)

Police Traffic Services Projects

Project Number: PT-17-01 through PT-17-59

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow 59 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Anderson, Bell, Boone, Boyd, Boyle, Bracken, Bullitt, Calloway, Campbell, Christian, Clark, Daviess, Fayette, Floyd, Franklin, Garrard, Graves, Grayson, Greenup, Harlan, Hopkins, Harrison, Jefferson, Kenton, Knott, Larue, Laurel, Lyon, Madison, Mason, McCracken, Montgomery, Pulaski, Scott, Shelby, Trigg, Warren, Whitley and Woodford . The Kentucky State Police will cover all remaining counties. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2017 Governor's Highway Safety Association Conference. According to the NHTSA publication, *Countermeasures That Work*, 7th edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with two stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign shows promising trends. In addition, "in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders," and "laser speed measuring equipment can provide more accurate and reliable evidence of speeding." As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their overtime hours on these targeted roadways.

Budget: \$818,000.00 (NHTSA 402 funds)

Project Number: PT-17-60

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 40 counties. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for overtime enforcement, fuel costs, and new radars. See above entry for relevant information from *Countermeasures That Work*. KSP monitors the roadways having the highest number of speed crashes and targets those roadways during federal overtime. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their overtime hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.

Budget: \$550,000.00 (NHTSA 402 funds)

Project Number: PT-17-61

Project Title: PTS Networking (Kentucky Office of Highway Safety)

Description: This grant is utilized to fund travel and training expenses for partners (non-Kentucky Office of Highway Safety personnel) to attend professional conferences or meetings related to the Police Traffic Services program. It may also be used for expenses for meetings or training events sponsored by the KOHS.

Budget: \$5,000 (NHTSA 402 funds)

Project Number: PM-17-01

Project Title: High Visibility Enforcement Paid Media

Description: These funds will be used to develop and run a statewide summer enforcement campaign focused on improving driving habits and raising awareness of an increased law enforcement presence. All driving habits will be addressed, but an emphasis will be placed on speed and aggressive driving. Per NHTSA's suggestion to utilize local media personalities, the campaign will be promoted utilizing major radio DJ's through :30 and :60 PSAs, live reads, social media posts, digital videos, special events and live interviews.

In addition, advertising will be purchased through sponsorships to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/IMG Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Kentucky Sports Radio
- Afternoon Underdogs Radio
- Kentucky Speedway
- Huddle, Inc.

According to the NHTSA publication, *Countermeasures That Work*, 7th edition, communication and outreach supporting enforcement for speeding/aggressive driving is a 3-star rated activity. As stated in the publication, "effective, high visibility communications and outreach are an essential part of successful speed and aggressive driving enforcement campaigns."

Budget: \$175,000.00 (NHTSA 402 funds)

Planning & Administration Projects

Project Number: PA-17-01

Project Title: Planning & Administration (Kentucky Office of Highway Safety)

Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for the Branch Manager, two Financial Managers, and one Internal Policy Analyst of the Office's Division of Highway Safety Programs, Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, and GHSA and professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.

Budget: \$225,000.00 (NHTSA 402 funds)

Program Management

Project Number: CP-17-01

Project Title: Program Management (Kentucky Office of Highway Safety)

Description: This grant will fund the salaries & benefits and travel & training expenses for each of the four Grant Program Managers.

Budget: \$350,000.00 (NHTSA 402 funds)

Motorcycle Safety Projects

Project Number: M9MA-2017-01

Project Title: Motorcycle Safety Paid Media (Share The Road)

Description: These funds will be used to purchase public awareness materials and/or media to make motorists and motorcyclists aware of the situations that increase the likelihood of crashes and to promote actions that all drivers can take to help avoid crashes involving motorcycles. Public awareness will be concentrated in high-risk motorcycle crash areas across the state and in counties with the highest number of motorcycle registrations. The following media formats will be considered for reaching target audiences: radio, digital, out-of-home elements and interviews/events with radio personalities/motorcycle enthusiasts. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: \$60,000 (NHTSA 405F MAP-21 Funds)

Project Number: MC-17-01

Project Title: Motorcycle Safety Awareness of Protective Equipment

Description: These funds will be used to purchase public awareness materials and/or media to promote helmet usage and protective equipment, in addition to promoting the Kentucky Motorcycle Program safety classes sponsored by the Motorcycle Safety Foundation. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. The following media formats will be considered for reaching target audiences: radio, digital, out-of-home elements and interviews/events with radio personalities/motorcycle enthusiasts. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: \$85,000 (NHTSA 402 Funds)

Traffic Records Projects

Project Number: M3DA-17-01

Project Title: Traffic Records Program Management (Kentucky Office of Highway Safety)

Description: Includes salaries & benefits, travel, training and office supply expenses for one staff member of the Office's Division of Highway Safety Programs. This specifically pays for personnel who supply traffic records analysis to all safety partners, internal and external.

Budget: \$75,000.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-02

Project Title: University of Kentucky, Kentucky Transportation Center – KY Traffic Records Assessment Program

Description: The Kentucky Transportation Center will work with the Kentucky Transportation Cabinet, Kentucky State Police, Department of Criminal Justice Training, Kentucky Board of Emergency Medical Services, KIPRC, and other agencies as appropriate and available, to collaboratively develop metrics and obtain data to evaluate the quality among the following traffic records systems: crash, roadway, vehicle, driver, citation/adjudication and injury surveillance.

Budget: \$25,000.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-03

Project Title: Kentucky State Police – Training Modules for KYOPS

Description: Recently, with KYTC funding the KSP was able to update and enhance the KyOPS/CRASH client application, traffic safety related wizards and Web Portal. The new version of KyOPS includes feature rich components that help the user search and analyze data like never before. Because some these features did not exist in the old version and require special attention to utilize, detailed training is required. The new version is less familiar for users; therefore, new training must be established.

Budget: \$37,500.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-04

Project Title: Kentucky Emergency Medical Services Information System (KEMSIS)

Description: This project is a statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. The KEMSIS project is aimed to improve the accessibility and portability of patient care information between Kentucky EMS agencies and the KEMSIS system. The ultimate goal is to have 100% of EMS agencies electronically reporting their calls to the Kentucky Board of EMS database system. Approximately 40% of EMS agencies in Kentucky still utilize paper copies to track patient information. The continuance of this project will allow those agencies to adopt an electronic system of submission for their patient care reports, and also allow KBEMS to set a goal to accept data from at least 90% of Kentucky EMS agencies by September 30, 2017. The project will also allow stakeholder agencies to query EMS data for items such as severity of injury, and also identify trends.

Budget: \$80,000.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-05

Project Title: University of Kentucky, KY Injury Prevention & Research Center – Enhance Completeness, Timeliness and Accuracy of Kentucky Motor Vehicle Trauma Data

Description: This ongoing project expects to have 32 reporting facilities by the end of FY 2016. During FY2017, the goal is to add an additional five hospitals providing data to the Kentucky Trauma Registry (KTR) strategically located in areas of need. The goals of this grant include: 1) to improve the completeness of Kentucky highway traffic safety data by increasing the number of hospitals reporting data to the Kentucky Trauma Registry by 5 in FY 2017; 2) to improve the completeness of Kentucky highway traffic safety data by increasing the number of patient records

reported to the Kentucky Trauma Registry from 12,525 in FY 2015 (preliminary data) to 13,525 in FY 2017; 3) to improve the timeliness of highway traffic safety data reports provided to state officials and policymakers, including the Kentucky Trauma Registry annual report and other analyses addressing areas of concern, by providing support for professional staff and software upgrades throughout the budget year; 4) to improve the accuracy of Kentucky highway traffic safety data with training and education for trauma registrars individually upon request and as a group at least once at a statewide meeting during FY 2017; 5) to improve the ability of the Kentucky trauma registry to reduce highway traffic-related injuries and deaths by adding data fields that support the development of uniform performance standards for participating hospitals statewide.

Budget: \$100,000.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-06

Project Title: University of Kentucky, KY Injury Prevention & Research Center (KIPRC)

Improving identification of drugged driving collisions and injuries using multiple data sources

Description: With support from NHTSA's Crash Outcome Data Evaluation System (CODES) program and Section 405/408 traffic records improvement grants from the Kentucky Office of Highway Safety, KIPRC has linked CRASH records with several injury databases. The goal of this grant is to improve the completeness of drugged driving data on Kentucky's CODES files. We will do this by consolidating information on drug involvement captured in injury surveillance data bases that have been linked with CRASH, including FARS, hospital inpatient claims records, emergency department claims records, and trauma registry records.

Budget: \$12,650.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-07

Project Title: University of Kentucky, KY Injury Prevention & Research Center

Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes

Description: Despite the high quality of crash and roadway data in Kentucky, the accuracy of data for ramps has been problematic. Many routes, particularly interstates, in Kentucky have exaggerated crash experiences due to ramp crashes being incorrectly assigned to them. An effort to estimate the missing ramp traffic volumes would allow researchers to better understand the safety issues they face. More accurately locating ramp crashes, along with a more complete inventory of ramp volumes, will be beneficial to safety professionals.

Budget: \$49,720.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-09

Project Title: KYTC Plotter

Description: Purchase of a plotter printer to produce crash location maps to help police agencies focus their enforcement efforts on areas with both a high number of crashes, more severe crashes, and crashes that related to their program area. This equipment will also used print materials to promote other highway safety messages and campaigns if needed.

Budget: \$2,500.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-10

Project Title: Kentucky Transportation Center Seat Belt Usage Surveys

Description: Researchers will conduct observational surveys at selected sites in a sample of counties using a NHTSA-approved methodology. Observations will be conducted in the early summer of 2017 beginning immediately after the *Click it or Ticket* campaign. Data will be used to calculate an average statewide seat belt usage rate for all front seat occupants. Complete results of the survey will be published in a summary report.

Budget: \$80,450.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-17-11

Project Title: University of Kentucky - Kentucky Transportation Center - Crash Analysis

Description: The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and statewide and county crash data, organized into dozens of reference tables. *Kentucky Traffic Collision Facts* presents characteristics of crashes for the most recent year and includes information such as driver ages and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.

Budget: \$75,000.00 (NHTSA 405C MAP-21 funds)

VII. Performance Report

General:

- In 2015, there were 137,000 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 7.4% increase from 2014.
- During 2015, Kentucky saw a 13.2% increase in the total number of fatalities with 761. This increase seems to follow a trend seen in other states during 2015.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) also saw a 12.9% increase last year, from 1.40 in 2014 to 1.58 in 2015. This rate is still much higher than the 2014 national rate of 1.07 per 100m VMT.
- Despite declining for the past several years, Kentucky saw a slight increase in the number of serious injuries during 2015; increasing 0.9% to 3,183, compared to 3,154 in 2014.

Impaired Driving:

- During the last three years (2013-2015), alcohol-related fatalities comprised an average of about 23% of all motor vehicle fatalities.
- Despite an increase in total fatalities during 2015, preliminary data shows the number of alcohol-related fatalities decreased 17%, from 171 in 2014 to 142 in 2015.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2015: Jefferson, Fayette, Kenton, Boone, Campbell, Warren, Hardin, Daviess, Madison and Pike.

Occupant Protection:

The statewide average seat belt usage rate (all front seat occupants) increased over the past year from 86.1% in 2014 to 86.7% in 2015. The usage rate for drivers remained the same at 87% in 2015.

- The gap in seat belt usage has consistently narrowed between Kentucky and the U.S. as a whole over the years. However, Kentucky's rate is still below the national average of 88.5%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2015 Kentucky seat belt survey indicated a usage rate of 80.3% on local roads, compared to 92.5% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 91.0% in Kenton County to a low of 71.3% in Clay County.
- Usage of child restraints for children under four years of age was not collected in the 2015 survey. The 2012 survey found it to be 98%, and it has been above 95% since 2007. There has been discussion of a CPS survey to be conducted in the future.
- While restraint usage in pickup trucks increased in 2014, this rate dropped in 2015 from 79% to 78.4%. Seat belt usage continues to be lower in pickups than in any other type of vehicle.
- Sixty-one percent of the vehicle occupants killed in 2015 in Kentucky were not restrained at the time of the collision. Nighttime fatalities show 75% unrestrained.

Speeding:

- The number of speed-related crashes decreased by 2.7% from 2014 to 2015. However, speeding-related fatalities increased by 12.8%, from 125 in 2014 to 141 in 2015.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 17.8% all fatal crashes in 2015 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.
- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.

Young Drivers:

- The percentage of teenage drivers involved in traffic crashes is over-represented compared to the percentage of the driving population they comprise. In 2015, 16-19 year old drivers were involved in about 14.3% of all crashes and 9% of fatal crashes, even though this age group makes up only 7.2% of licensed drivers* in the state (*2014 licensed drivers totals) .

Motorcycles:

- The number of motorcyclists killed in crashes decreased by 7%, from 86 fatalities in 2014 to 80 in 2015.
- Helmet usage among motorcyclists is approximately 62% in 2015 which is up from the rate of 61% in 2014. Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

Bicycles/Pedestrians:

- The number of bicyclists killed in Kentucky increased 50% this past year, from 4 fatalities in 2014 to 6 in 2015.
- The total number of pedestrian fatalities increased 22.8% this past year, from 57 during 2014 to 70 during 2015.
- The Office of Highway Safety manages funds for a Pedestrian safety grant through NHTSA funding to Louisville Metro, which is the area of the state historically with the highest number of pedestrian fatalities. NHTSA 403 Funds
- The Lexington, KY and Northern MPO districts also have Bike/Ped safety programs in place. Funded through the Metropolitan planning organization.

VIII. Program Cost Summary and List of Projects

Program Area	Project Number	eMARS Program	Description	Prior Approved Program Funds	State Funds	Previous Balance	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402									
Planning and Administration									
	PA-2017-00-00-01	THSP17PA	KOHS Planning & Admin	\$0.00	\$225,000.00	\$0.00	\$225,000.00	\$225,000.00	\$0.00
Planning and Administration Total				\$0.00	\$225,000.00	\$0.00	\$225,000.00	\$225,000.00	\$0.00
Motorcycle Safety									
	MC-2017-00-00-01	THSP17MC	KOHS Motorcycle Safety	\$0.00	\$21,250.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00
Motorcycle Safety Total				\$0.00	\$21,250.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00
Occupant Protection (402)									
	OP-2017-00-00-01	THSP17OP	LEL - NORTH	\$0.00	\$25,925.00	\$0.00	\$103,700.00	\$103,700.00	\$103,700.00
	OP-2017-00-00-02	THSP17OP	LEL - EAST	\$0.00	\$28,925.00	\$0.00	\$115,700.00	\$115,700.00	\$115,700.00
	OP-2017-00-00-03	THSP17OP	LEL - WEST	\$0.00	\$28,090.95	\$0.00	\$112,363.80	\$112,363.80	\$112,363.80
	OP-2017-00-00-04	THSP17OP	LEL - CENTRAL	\$0.00	\$29,138.60	\$0.00	\$116,554.40	\$116,554.40	\$116,554.40
	OP-2017-00-00-05	THSP17OP	Ashland Police Department	\$0.00	\$2,375.00	\$0.00	\$9,500.00	\$9,500.00	\$9,500.00
	OP-2017-00-00-06	THSP17OP	Flatwoods Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	OP-2017-00-00-07	THSP17OP	Jackson Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	OP-2017-00-00-08	THSP17OP	Johnson County Sheriff's Office	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	OP-2017-00-00-09	THSP17NL	Cumberland Valley Area Development District	\$0.00	\$6,000.00	\$0.00	\$24,000.00	\$24,000.00	\$24,000.00
	OP-2017-00-00-10	THSP17NL	Kosair Children's Hospital	\$0.00	\$11,750.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	OP-2017-00-00-11	THSP17NL	Madison County Health Department	\$0.00	\$10,500.00	\$0.00	\$42,000.00	\$42,000.00	\$42,000.00
	OP-2017-00-00-12	THSP17NL	Marshall County Health Department	\$0.00	\$7,000.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	OP-2017-00-00-13	THSP17LS	GHSa Conference	\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
	OP-2017-00-00-14	THSP17FT	Frankfort PD Full Time Enforcement	\$0.00	\$33,750.00	\$0.00	\$135,000.00	\$135,000.00	\$135,000.00
	OP-2017-00-00-15	THSP17FT	KSP Full Time Enforcement	\$0.00	\$67,500.00	\$0.00	\$270,000.00	\$270,000.00	\$270,000.00
Occupant Protection 402 Total:				\$0.00	\$282,454.55	\$0.00	\$1,129,818.20	\$1,129,818.20	\$1,129,818.20
Police Traffic Services (402)									
	PT-2017-00-00-01	THSP17PT	Anderson County Sheriff's Office	\$0.00	\$2,250.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2017-00-00-02	THSP17PT	Boone Co Sheriff's Office	\$0.00	\$7,750.00	\$0.00	\$31,000.00	\$31,000.00	\$31,000.00
	PT-2017-00-00-03	THSP17PT	Bracken County Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2017-00-00-04	THSP17PT	Burnside Police Department	\$0.00	\$2,450.00	\$0.00	\$9,800.00	\$9,800.00	\$9,800.00
	PT-2017-00-00-05	THSP17PT	Calloway County Sheriff's Office	\$0.00	\$2,750.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2017-00-00-06	THSP17PT	Campbell County Police Department	\$0.00	\$5,750.00	\$0.00	\$23,000.00	\$23,000.00	\$23,000.00
	PT-2017-00-00-07	THSP17PT	Catlettsburg Police Department	\$0.00	\$2,312.50	\$0.00	\$9,250.00	\$9,250.00	\$9,250.00
	PT-2017-00-00-08	THSP17PT	Christian County Sheriff's Office	\$0.00	\$1,750.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2017-00-00-09	THSP17PT	Clark County Sheriff's Office	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-10	THSP17PT	Danville Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-11	THSP17PT	Daviess County Sheriff's Office	\$0.00	\$3,275.00	\$0.00	\$13,100.00	\$13,100.00	\$13,100.00
	PT-2017-00-00-12	THSP17PT	Dayton Police Department	\$0.00	\$1,075.00	\$0.00	\$4,300.00	\$4,300.00	\$4,300.00
	PT-2017-00-00-13	THSP17PT	Eddyville Police Department	\$0.00	\$2,450.00	\$0.00	\$9,800.00	\$9,800.00	\$9,800.00
	PT-2017-00-00-14	THSP17PT	Erlanger Police Department	\$0.00	\$5,225.00	\$0.00	\$20,900.00	\$20,900.00	\$20,900.00
	PT-2017-00-00-15	THSP17PT	Fort Mitchell Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-16	THSP17PT	Fort Thomas Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-17	THSP17PT	Fort Wright Police Department	\$0.00	\$1,350.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	PT-2017-00-00-18	THSP17PT	Frankfort Police Department	\$0.00	\$12,625.00	\$0.00	\$50,500.00	\$50,500.00	\$50,500.00
	PT-2017-00-00-19	THSP17PT	Georgetown Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-20	THSP17PT	Graves County Sheriff's Office	\$0.00	\$2,250.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2017-00-00-21	THSP17PT	Grayson Police Department	\$0.00	\$2,175.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
	PT-2017-00-00-22	THSP17PT	Grayson County Sheriff's Office	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2017-00-00-23	THSP17PT	Harrison County Sheriff's Office	\$0.00	\$2,450.00	\$0.00	\$9,800.00	\$9,800.00	\$9,800.00
	PT-2017-00-00-24	THSP17PT	Hopkins County Sheriff's Office	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-25	THSP17PT	Jeffersontown Police Department	\$0.00	\$6,500.00	\$0.00	\$26,000.00	\$26,000.00	\$26,000.00
	PT-2017-00-00-26	THSP17PT	Kenton County Police Department	\$0.00	\$2,175.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
	PT-2017-00-00-27	THSP17PT	Knott County Sheriff's office	\$0.00	\$1,750.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2017-00-00-28	THSP17PT	Lakeside PK- Crestview Hills Police Department	\$0.00	\$1,375.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2017-00-00-29	THSP17PT	Lancaster Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2017-00-00-30	THSP17PT	Larue Co Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2017-00-00-31	THSP17PT	Lawrenceburg Police Department	\$0.00	\$4,100.00	\$0.00	\$16,400.00	\$16,400.00	\$16,400.00
	PT-2017-00-00-32	THSP17PT	Lexington Urban Co Metro Police Department	\$0.00	\$9,250.00	\$0.00	\$37,000.00	\$37,000.00	\$37,000.00
	PT-2017-00-00-33	THSP17PT	Louisville Metro Police Department	\$0.00	\$17,437.50	\$0.00	\$69,750.00	\$69,750.00	\$69,750.00
	PT-2017-00-00-34	THSP17PT	London Police Department	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2017-00-00-35	THSP17PT	Loyall Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2017-00-00-36	THSP17PT	Ludlow Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2017-00-00-37	THSP17PT	Lyon County Sheriff's Office	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2017-00-00-38	THSP17PT	Madison County Sheriff's Office	\$0.00	\$7,125.00	\$0.00	\$28,500.00	\$28,500.00	\$28,500.00

	PT-2017-00-00-39	THSP17PT	Madisonville Police Department	\$0.00	\$2,450.00	\$0.00	\$9,800.00	\$9,800.00	\$9,800.00
	PT-2017-00-00-40	THSP17PT	Maysville Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2017-00-00-41	THSP17PT	McCracken County Sheriff's Office	\$0.00	\$2,450.00	\$0.00	\$9,800.00	\$9,800.00	\$9,800.00
	PT-2017-00-00-42	THSP17PT	Mt. Sterling Police Department	\$0.00	\$1,750.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2017-00-00-43	THSP17PT	Newport Police Department	\$0.00	\$2,587.50	\$0.00	\$10,350.00	\$10,350.00	\$10,350.00
	PT-2017-00-00-44	THSP17PT	Owensboro Police Department	\$0.00	\$8,650.00	\$0.00	\$34,600.00	\$34,600.00	\$34,600.00
	PT-2017-00-00-45	THSP17PT	Paducah Police Department	\$0.00	\$6,300.00	\$0.00	\$25,200.00	\$25,200.00	\$25,200.00
	PT-2017-00-00-46	THSP17PT	Pineville Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2017-00-00-47	THSP17PT	Prestonsburg Police Department	\$0.00	\$2,250.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2017-00-00-48	THSP17PT	Raceland Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2017-00-00-49	THSP17PT	Scott County Sheriff's Office	\$0.00	\$4,000.00	\$0.00	\$16,000.00	\$16,000.00	\$16,000.00
	PT-2017-00-00-50	THSP17PT	Shelbyville Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2017-00-00-51	THSP17PT	Shepherdsville Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2017-00-00-52	THSP17PT	Somerset Police Department	\$0.00	\$7,125.00	\$0.00	\$28,500.00	\$28,500.00	\$28,500.00
	PT-2017-00-00-53	THSP17PT	Southgate Police Department	\$0.00	\$1,350.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	PT-2017-00-00-54	THSP17PT	Taylor Mill Police Department	\$0.00	\$2,862.50	\$0.00	\$11,450.00	\$11,450.00	\$11,450.00
	PT-2017-00-00-55	THSP17PT	Trigg Co Sheriff's Office	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2017-00-00-56	THSP17PT	Warren Co Sheriff's Office	\$0.00	\$1,750.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2017-00-00-57	THSP17PT	Wilder Police Department	\$0.00	\$2,250.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2017-00-00-58	THSP17PT	Williamsburg Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2017-00-00-59	THSP17PT	Woodford County Sheriff's Office	\$0.00	\$2,750.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2017-00-00-60	THSP17PT	KSP - PT Grant	\$0.00	\$137,500.00	\$0.00	\$550,000.00	\$550,000.00	\$0.00
	PT-2017-00-00-61	THSP17NW	PTS Networking	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
Police Traffic Services Total				\$0.00	\$343,250.00	\$0.00	\$1,373,000.00	\$1,373,000.00	\$818,000.00
Impaired Driving									
	AL-2017-00-00-01	THSP17ID	Barbourville Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	AL-2017-00-00-02	THSP17ID	Bourbon County Sheriff's Office	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	AL-2017-00-00-03	THSP17ID	Campbellsville Police Department	\$0.00	\$5,200.00	\$0.00	\$20,800.00	\$20,800.00	\$20,800.00
	AL-2017-00-00-04	THSP17ID	Cincinnati/NKY Airport Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	AL-2017-00-00-05	THSP17ID	Greensburg Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	AL-2017-00-00-06	THSP17ID	Louisa Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	AL-2017-00-00-07	THSP17ID	Morehead Police Department	\$0.00	\$2,037.50	\$0.00	\$8,150.00	\$8,150.00	\$8,150.00
	AL-2017-00-00-08	THSP17ID	Shively Police Department	\$0.00	\$4,000.00	\$0.00	\$16,000.00	\$16,000.00	\$16,000.00
	AL-2017-00-00-09	THSP17ID	Department of Criminal Justice Training	\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
	AL-2017-00-00-10	THSP17ID	Office of Attorney General	\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$200,000.00
Impaired Driving Total				\$0.00	\$96,362.50	\$0.00	\$385,450.00	\$385,450.00	\$385,450.00
Community Traffic Safety Project									
	CP-2017-00-00-01	THSP17CP	KOHS Program Management Positions	\$0.00	\$87,500.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00
Community Traffic Safety Total				\$0.00	\$87,500.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00
Driver Education									
	DE-2017-HP-00-00	NA	402 Undesignated	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Driver Education Total				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Driver Licensing									
	DL-2017-00-00-00	NA	402 State Match	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Driver Licensing Total				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Paid Advertising									
	PM-2017-00-00-01	THSP17SM	Speed Paid Media Campaign	\$0.00	\$43,750.00	\$0.00	\$175,000.00	\$175,000.00	\$175,000.00
Paid Advertising Total				\$0.00	\$43,750.00	\$0.00	\$175,000.00	\$175,000.00	\$175,000.00
NHTSA 402 TOTAL					\$1,099,567.05		\$3,723,268.20	\$3,723,268.20	\$2,508,268.20
405C Data									
Traffic Records									
	M3DA-2017-00-00-01	THSP17TR	Traffic Records Program Management	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	M3DA-2017-00-00-02	THSP17M3	Traffic Records Assessment Program	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	M3DA-2017-00-00-03	THSP17M3	KSP Training Modules for KYOPS	\$0.00	\$9,375.00	\$0.00	\$37,500.00	\$37,500.00	\$0.00
	M3DA-2017-00-00-04	THSP17M3	KEMESIS	\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	M3DA-2017-00-00-05	THSP17M3	UK Reasearch-Enhancing Research for Trauma Data	\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	M3DA-2017-00-00-06	THSP17M3	UK Identifying Drunk Driving Collisions (KIPRC)	\$0.00	\$3,162.50	\$0.00	\$12,650.00	\$12,650.00	\$0.00
	M3DA-2017-00-00-07	THSP17M3	UK Ramp Crash Location	\$0.00	\$12,430.00	\$0.00	\$49,720.00	\$49,720.00	\$0.00
	M3DA-2017-00-00-09	THSP17M3	KYTC Plotter	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	M3DA-2017-00-00-10	THSP17M3	UK/KY Seat Belt Surveys	\$0.00	\$20,112.50	\$0.00	\$80,450.00	\$80,450.00	\$0.00
	M3DA-2017-00-00-11	THSP17M3	UK/KY Crash Analysis	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
Traffic Records Total				\$0.00	\$136,330.00	\$0.00	\$545,320.00	\$545,320.00	\$0.00
NHTSA 405C Total:				\$0.00	\$136,330.00	\$0.00	\$545,320.00	\$545,320.00	\$0.00

405B OP Low									
Occupant Protection (405B)									
	M2HVE-2017-00-00-01	THSP17M2	Ballard County Sheriff's Office	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M2HVE-2017-00-00-02	THSP17M2	Ferguson Police Department	\$0.00	\$1,350.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	M2HVE-2017-00-00-03	THSP17M2	Glasgow Police Department	\$0.00	\$5,200.00	\$0.00	\$20,800.00	\$20,800.00	\$20,800.00
	M2HVE-2017-00-00-04	THSP17M2	Hazard Police Department	\$0.00	\$3,756.25	\$0.00	\$15,025.00	\$15,025.00	\$15,025.00
	M2HVE-2017-00-00-05	THSP17M2	Hodgenville Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	M2HVE-2017-00-00-06	THSP17M2	Meade County Sheriff's Office	\$0.00	\$2,175.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
	M2HVE-2017-00-00-07	THSP17M2	Oak Grove Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M2HVE-2017-00-00-08	THSP17M2	Oldham County Police Department	\$0.00	\$11,375.00	\$0.00	\$45,500.00	\$45,500.00	\$45,500.00
	M2HVE-2017-00-00-09	THSP17M2	Paris Police Department	\$0.00	\$3,500.00	\$0.00	\$14,000.00	\$14,000.00	\$14,000.00
	M2HVE-2017-00-00-10	THSP17M2	Pikeville Police Department	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	M2HVE-2017-00-00-11	THSP17M2	Richmond Police Department	\$0.00	\$5,800.00	\$0.00	\$23,200.00	\$23,200.00	\$23,200.00
	M2HVE-2017-00-00-12	THSP17M2	Russellville Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M2HVE-2017-00-00-13	THSP17M2	Versailles Police Department	\$0.00	\$3,500.00	\$0.00	\$14,000.00	\$14,000.00	\$14,000.00
	M2HVE-2017-00-00-14	THSP17M2	West Point Police Department	\$0.00	\$1,350.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	M2HVE-2017-00-00-15	THSP17M2	Williamstown Police Department	\$0.00	\$1,375.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	M2HVE-2017-00-00-16	THSP17M2	KSP-OP Grant	\$0.00	\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
Occupant Protection 405B Total:				\$0.00	\$89,881.25	\$0.00	\$359,525.00	\$359,525.00	\$209,525.00
CIOT Campaign									
	M2HVE-2017-00-00-17	THSP17CA	CIOT Awards	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	M2HVE-2017-00-00-MG	THSP17CT	CIOT Mini Grants	\$0.00	\$31,250.00	\$0.00	\$125,000.00	\$125,000.00	\$125,000.00
CIOT Total:				\$0.00	\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00
405B Paid Media									
	M2HVE-2017-00-00-18	THSP17CM	CIOT Paid Media	\$0.00	\$31,250.00	\$0.00	\$125,000.00	\$125,000.00	\$125,000.00
405B Paid Media Total				\$0.00	\$31,250.00	\$0.00	\$125,000.00	\$125,000.00	\$125,000.00
Occupant Protection 405B Total:				\$0.00	\$158,631.25	\$0.00	\$634,525.00	\$634,525.00	\$484,525.00
405D Impaired Driving Mid									
Impaired Driving (405D)									
	M5HVE-2017-00-00-01	THSP17M5	Bellevue Police Department	\$0.00	\$1,350.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	M5HVE-2017-00-00-02	THSP17M5	Benton Police Department	\$0.00	\$2,175.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
	M5HVE-2017-00-00-03	THSP17M5	Boyd Sheriff's Office	\$0.00	\$6,300.00	\$0.00	\$25,200.00	\$25,200.00	\$25,200.00
	M5HVE-2017-00-00-04	THSP17M5	Cadiz Police Department	\$0.00	\$2,175.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
	M5HVE-2017-00-00-05	THSP17M5	Covington Police Department	\$0.00	\$8,500.00	\$0.00	\$34,000.00	\$34,000.00	\$34,000.00
	M5HVE-2017-00-00-06	THSP17M5	Cynthiana Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M5HVE-2017-00-00-07	THSP17M5	Florence Police Department	\$0.00	\$9,875.00	\$0.00	\$39,500.00	\$39,500.00	\$39,500.00
	M5HVE-2017-00-00-08	THSP17M5	Franklin County Sheriff's Office	\$0.00	\$8,500.00	\$0.00	\$34,000.00	\$34,000.00	\$34,000.00
	M5HVE-2017-00-00-09	THSP17M5	Greenville Police Department	\$0.00	\$1,375.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	M5HVE-2017-00-00-10	THSP17M5	Hardin County Sheriff's Office	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	M5HVE-2017-00-00-11	THSP17M5	Harlan Police Department	\$0.00	\$2,750.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	M5HVE-2017-00-00-12	THSP17M5	Henderson Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	M5HVE-2017-00-00-13	THSP17M5	Hillview Police Department	\$0.00	\$1,625.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M5HVE-2017-00-00-14	THSP17M5	Hopkinsville Police Department	\$0.00	\$3,825.00	\$0.00	\$15,300.00	\$15,300.00	\$15,300.00
	M5HVE-2017-00-00-15	THSP17M5	LaGrange Police Department	\$0.00	\$1,350.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	M5HVE-2017-00-00-16	THSP17M5	Laurel Sheriff's Office	\$0.00	\$11,937.50	\$0.00	\$47,750.00	\$47,750.00	\$47,750.00
	M5HVE-2017-00-00-17	THSP17M5	Leitchfield Police Department	\$0.00	\$3,000.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	M5HVE-2017-00-00-18	THSP17M5	Lexington Urban County Police Department	\$0.00	\$6,500.00	\$0.00	\$26,000.00	\$26,000.00	\$26,000.00
	M5HVE-2017-00-00-19	THSP17M5	Louisville Metro Police Department	\$0.00	\$14,850.00	\$0.00	\$59,400.00	\$59,400.00	\$59,400.00
	M5HVE-2017-00-00-20	THSP17M5	Marshall County Sheriff's Department	\$0.00	\$4,375.00	\$0.00	\$17,500.00	\$17,500.00	\$17,500.00
	M5HVE-2017-00-00-21	THSP17M5	Mayfield Police Department	\$0.00	\$1,900.00	\$0.00	\$7,600.00	\$7,600.00	\$7,600.00
	M5HVE-2017-00-00-22	THSP17M5	Mount Washington Police Department	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	M5HVE-2017-00-00-23	THSP17M5	Murray Police Department	\$0.00	\$3,750.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	M5HVE-2017-00-00-24	THSP17M5	Nelson and Bardstown Police Department	\$0.00	\$8,000.00	\$0.00	\$32,000.00	\$32,000.00	\$32,000.00
	M5HVE-2017-00-00-25	THSP17M5	Nicholasville Police Department	\$0.00	\$5,475.00	\$0.00	\$21,900.00	\$21,900.00	\$21,900.00
	M5HVE-2017-00-00-26	THSP17M5	Pike County Sheriff's Office	\$0.00	\$2,725.00	\$0.00	\$10,900.00	\$10,900.00	\$10,900.00
	M5HVE-2017-00-00-27	THSP17M5	Radcliff Police Department	\$0.00	\$4,540.00	\$0.00	\$18,160.00	\$18,160.00	\$18,160.00
	M5HVE-2017-00-00-28	THSP17M5	Shelby County Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	M5HVE-2017-00-00-29	THSP17M5	Tompkinsville Police Department	\$0.00	\$1,900.00	\$0.00	\$7,600.00	\$7,600.00	\$7,600.00
	M5HVE-2017-00-00-30	THSP17M5	KSP-Nighthawk	\$0.00	\$150,000.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00
	M5HVE-2017-00-00-31	THSP17IA	Impaired Driving Awards	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	M5HVE-2017-00-00-32	THSP17DS	Impaired Driving Mini Grants	\$0.00	\$31,250.00	\$0.00	\$125,000.00	\$125,000.00	\$125,000.00
	M5HVE-2017-00-00-33	THSP17IM	Impaired Driving Media	\$0.00	\$201,250.00	\$0.00	\$805,000.00	\$805,000.00	\$805,000.00
Impaired Driving Total				\$0.00	\$519,127.50	\$0.00	\$2,076,510.00	\$2,076,510.00	\$1,476,510.00
Impaired Driving 405D Total:				\$0.00	\$519,127.50	\$0.00	\$2,076,510.00	\$2,076,510.00	\$1,476,510.00
405F Motorcycle Safety									
Motorcycle Safety 405F									
	M9MA-2017-00-00-01	THSP17M9	Motorcycle Safety Paid Media	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
Motorcycle Safety 405F Total				\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
TOTAL									
							\$7,039,623.20	\$7,039,623.20	\$4,469,303.20

IX. State Certifications and Assurances

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Kentucky

Fiscal Year: 2017

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.) The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal

assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and

of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

Date

Printed name of Governor's Representative for Highway Safety

X. APPENDIX



Matthew G. Bevin
Governor

Commonwealth of Kentucky
TRANSPORTATION
CABINET
Frankfort, KY 40601
www.kentucky.gov

Greg Thomas
Secretary of Transportation

Evidence-Based Traffic Safety Enforcement Program

A significant portion of Kentucky's highway safety grant funds is awarded to law enforcement agencies. The Kentucky Office of Highway Safety (KOHS) has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Kentucky incorporates an evidence-based approach in its statewide enforcement program through the following components:

Data-driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier; the data analyses are designed to identify who is over involved in crashes and when, where and why crashes are occurring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of crashes relating to their problem area. The agencies are instructed to devote the majority of their overtime hours on these targeted roadways.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified as well as identified goals must be included in the funding application submitted to KOHS, along with the strategies that will be implemented to address the problem.

Implementation of Evidence-based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies. The HSP narrative outlines Kentucky's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving safety checks and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by KOHS. The police agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

Enforcement grants are also monitored throughout the year by the KOHS and their four Law Enforcement Liaisons (LELs); contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ADAIR	60	70	54	67	56	77	71	77	81	90	9567.9	68
ALLEN	56	57	54	67	18	64	80	75	59	59	8372.2	57
ANDERSON	52	54	106	74	105	58	85	53	59	52	10568.9	82
BALLARD	109	93	83	106	47	90	98	99	57	94	12389.0	97
BARREN	25	24	13	36	92	25	16	33	20	28	4350.8	24
BATH	92	111	91	99	109	92	108	103	94	105	13743.9	109
BELL	39	42	50	44	53	42	44	57	51	33	6434.0	42
BOONE	4	4	9	11	115	4	4	4	3	3	2240.1	10

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVEI RANK (
BOURBON	59	48	91	71	80	44	83	37	67	59	9627.4	6
BOYD	20	17	43	22	63	24	24	26	22	15	4072.3	22
BOYLE	36	31	57	60	77	40	25	39	44	33	6907.5	45
BRACKEN	108	87	100	74	14	92	111	82	76	62	11059.5	87
BREATHITT	81	73	26	86	21	63	61	88	91	66	8944.1	61
BRECKINRIDGE	58	82	38	25	3	87	64	97	89	80	7252.9	52
BULLITT	10	11	20	9	71	12	18	24	5	11	2573.4	13
BUTLER	87	77	69	71	40	69	104	56	58	85	9758.6	71

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)													
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	
CALDWELL	86	63	83	79	65	90	113	47	46	62	10516.2	81	
CALLOWAY	27	28	18	30	23	29	69	30	46	27	4383.2	25	
CAMPBELL	8	8	22	8	52	7	12	7	9	12	2071.3	8	
CARLISLE	117	112	91	107	11	111	120	92	109	98	13344.5	107	
CARROLL	96	62	57	69	84	57	102	65	38	66	9437.5	66	
CARTER	41	49	32	56	102	48	54	46	48	33	7045.1	47	
CASEY	70	90	50	74	31	71	60	86	83	102	9559.3	67	
CHRISTIAN	11	12	18	9	62	13	5	11	13	9	2195.5	9	

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTIED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CLARK	31	26	38	43	103	34	26	36	33	33	5872.2	36
CLAY	53	61	26	18	2	40	48	41	79	50	4743.3	31
CLINTON	99	104	91	111	108	106	63	112	100	90	13843.1	111
CRITTENDEN	103	94	83	56	1	104	116	99	81	80	10487.3	80
CUMBERLAND	114	108	111	91	16	108	103	101	102	102	13136.0	104
DAVIESS	7	6	24	4	29	6	9	10	12	6	1694.2	3
EDMONSON	91	91	83	62	12	94	112	70	91	98	10587.5	83
ELLIOTT	110	118	117	119	120	119	120	116	118	114	16376.3	120

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ESTILL	77	106	69	111	100	94	100	113	116	112	13836.9	110
FAYETTE	2	2	2	2	51	2	2	1	2	2	853.3	2
FLEMING	76	84	91	103	94	94	88	82	89	90	12905.1	102
FLOYD	26	30	10	59	106	14	22	32	36	31	5440.7	33
FRANKLIN	19	16	69	20	69	15	7	18	23	26	4436.9	27
FULTON	115	110	91	107	28	107	109	108	98	109	13551.7	108
GALLATIN	106	75	79	69	87	70	105	79	26	74	10392.0	78
GARRARD	68	65	83	81	44	72	84	52	87	80	10441.7	79

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)													
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	
GRANT	45	38	50	49	113	54	77	16	37	33	7243.7	50	
GRAVES	28	29	26	21	19	34	14	25	44	22	3476.1	17	
GRAYSON	43	41	20	31	24	37	68	64	49	57	5472.2	34	
GREEN	94	99	64	110	49	111	97	109	107	107	13119.9	103	
GREENUP	29	39	45	46	78	46	50	45	64	52	6985.0	46	
HANCOCK	105	107	114	109	88	102	37	94	76	94	13323.2	106	
HARDIN	6	7	4	5	82	9	13	8	6	4	1778.5	4	
HARLAN	37	45	36	56	55	32	51	62	55	44	6739.6	44	

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
HARRISON	62	51	36	54	7	45	72	54	68	80	7145.9	49
HART	61	52	50	39	90	61	87	49	18	71	7535.2	53
HENDERSON	22	18	54	13	41	17	62	28	15	19	4132.8	23
HENRY	73	64	100	62	101	58	74	47	28	68	9681.6	70
HICKMAN	118	116	106	120	117	114	33	116	102	114	14868.4	117
HOPKINS	21	20	22	27	93	22	15	13	21	20	3860.7	21
JACKSON	83	92	79	62	9	87	32	77	94	71	9163.9	64
JEFFERSON	1	1	1	1	30	1	1	2	1	1	498.6	1

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
JESSAMINE	17	21	38	26	39	16	21	19	29	18	3692.8	19
JOHNSON	51	55	69	91	110	42	17	82	74	74	10122.7	75
KENTON	3	3	26	3	89	3	3	3	4	6	2065.8	7
KNOTT	71	79	45	51	22	62	10	92	73	61	7250.2	51
KNOX	32	47	15	54	57	34	53	34	52	42	5791.2	35
LARUE	79	76	69	103	111	76	79	50	62	77	11389.6	92
LAUREL	16	14	6	16	81	18	23	17	10	16	2805.0	14
LAWRENCE	72	83	64	81	76	77	29	101	78	45	9842.4	72

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
LEE	111	113	91	115	83	115	34	116	114	114	14034.6	112
LESLIE	95	114	114	100	97	118	90	109	110	114	14698.7	116
LETCHER	49	71	69	39	43	55	31	94	52	68	7549.5	54
LEWIS	80	103	69	87	46	100	47	103	94	98	11225.4	88
LINCOLN	47	59	83	44	48	64	58	63	68	55	8215.2	56
LIVINGSTON	102	97	106	88	67	86	115	71	70	74	12231.7	96
LOGAN	42	50	31	51	54	60	27	50	41	45	6204.7	40
LYON	107	81	100	90	116	74	118	68	42	85	12424.2	98

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MCCRACKEN	34	10	11	6	38	11	57	9	14	7	2319.2	11
MCCREARY	88	85	69	39	10	80	89	75	98	84	8896.4	60
MCLEAN	67	96	116	91	66	108	114	91	79	89	13192.0	105
MADISON	12	9	7	12	96	10	20	5	8	9	2454.4	12
MAGOFFIN	63	95	57	81	33	80	46	88	97	102	10104.1	74
MARION	101	60	43	103	73	52	110	103	64	55	10894.4	85
MARSHALL	9	37	11	29	64	30	19	31	31	22	3747.0	20
MARTIN	85	109	111	111	118	108	38	98	100	112	14201.6	114

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MASON	57	43	38	48	27	38	94	34	54	32	6369.6	41
MEADE	35	58	38	39	26	50	66	68	91	45	6725.1	43
MENIFEE	116	115	117	114	112	111	39	115	115	105	14920.9	119
MERCER	54	53	69	71	72	51	76	43	63	45	8811.9	59
METCALFE	100	88	57	96	35	102	101	111	72	98	11738.5	94
MONROE	97	117	106	115	119	120	35	119	116	114	14885.8	118
MONTGOMERY	40	34	83	38	58	39	59	38	39	50	7074.6	48
MORGAN	84	98	100	66	34	94	81	67	108	109	11310.4	91

2012-2014 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MUHLENBERG	33	33	57	35	68	27	43	41	30	41	5883.5	37
NELSON	23	23	24	31	70	19	42	29	34	17	4388.2	26
NICHOLAS	113	102	91	96	6	99	78	107	112	114	12630.4	100
OHIO	48	46	26	24	17	47	30	40	43	42	4439.3	28
OLDHAM	15	25	32	28	85	33	11	27	19	52	4632.3	30
OWEN	98	105	64	74	5	100	86	85	111	90	10599.0	84
OWSLEY	119	119	106	118	60	117	36	114	118	107	14274.1	115
PENDLETON	75	66	111	74	25	64	99	57	83	45	10362.3	77

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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County	
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
PERRY	38	35	8	37	36	28	55	60	49	33	4903.7	32
	14	15	3	14	50	6	6	12	11	13	1844.0	5
POWELL	90	68	45	46	13	72	93	94	88	62	8395.5	58
PULASKI	13	13	15	16	74	22	28	15	32	14	3249.9	16
ROBERTSON	120	120	117	115	8	115	40	119	118	120	14062.5	113
ROCKCASTLE	69	56	32	49	107	64	65	55	27	71	7660.2	55
ROWAN	50	36	57	33	45	48	49	44	40	33	6020.7	38
RUSSELL	65	67	45	102	95	80	67	103	85	77	11304.5	90

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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
SCOTT	18	19	13	15	61	20	45	14	15	20	3072.0	15
SHELBY	24	22	32	23	99	21	52	23	17	24	4600.2	29
SIMPSON	64	44	79	62	114	55	95	22	24	57	8993.0	62
SPENCER	66	86	100	81	32	83	75	71	113	77	11238.2	89
TAYLOR	46	40	69	81	91	52	70	57	71	29	9365.6	65
TODD	89	89	100	98	59	74	107	65	85	65	12031.7	95
TRIGG	78	69	45	79	75	68	82	73	55	33	9082.6	63
TRIMBLE	104	101	64	88	4	85	119	88	102	68	11001.2	86

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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
UNION	74	72	117	51	20	83	117	61	59	85	10298.8	76
WARREN	5	5	5	7	98	5	8	6	7	5	1954.2	6
WASHINGTON	93	80	79	61	15	77	91	80	75	94	9925.2	73
WAYNE	55	74	64	91	86	87	96	73	102	94	11686.4	93
WEBSTER	82	78	83	100	104	94	92	86	64	85	12487.5	99
WHITLEY	30	27	15	18	42	26	56	21	25	26	3555.2	18
WOLFE	112	100	91	91	37	104	106	81	106	109	12760.2	101
WOODFORD	44	32	57	34	79	30	73	20	35	30	6109.9	39